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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 26, 1868.

☞ LOUISVILLE AND NASHVILLE RAILROAD FIRST MORTGAGE 30-YEAR 7 PER CENT. BONDS, INTEREST PAYABLE APRIL AND OCTOBER, AT THE BANK OF AMERICA, IN NEW YORK.

INCOME ACCOUNT NO. 7, FISCAL YEAR ENDING 30TH JUNE, 1868:

Gross earnings		$2,228,609 44
Running expenses	$1,309,514 83	
Int. account same time	227,203 21	
		1,536,718 04
Net earnings		$691,891 40

Road and branches finished and running 367 miles, with monthly increasing earnings, and a mortgage debt of only $2,450,000.

For the purpose of retiring the above OLD indebtedness, and of extending its connections Southward, this Corporation has executed a mortgage to JAMES PUNNETT and JUNIUS B. ALEXANDER, of the city of New York, as Trustees, upon its entire lines of Road, with all its rolling stock, property, franchise and INCOME, to secure the prompt payment of its bonds for eight millions of dollars, in denominations of one thousand each, payable thirty years from 1st of April, 1868, and bearing seven per cent. interest—Coupons payable April and October, at the Bank of America, in New York. This mortgage provides for the *registering* of these bonds on the books of the Company, and at its agency in New York, by any holder who may desire this security against loss by theft or otherwise; and also that $2,500,000 of the Bonds shall be set apart for the *express purpose* of retiring at maturity the present indebtedness—thereby making this the *only* and *first* mortgage, on a road costing *double the amount.*

There is no Railroad Corporation in America whose bonds should more fully command the entire confidence of capitalists than this, which has never faltered in the payment of its obligations, of every description.

The net earnings of the Road are more than fourfold the interest on its present bonded indebtedness, and the stockholders have received eight per cent. cash dividends.

It is the purpose of the Company to issue, at present only a small portion of their Bonds secured under this mortgage, which we are now authorized to sell, in lots to suit purchasers, at ninety and accrued interest. Personal knowledge of this property, and its management, fully warrant us in unhesitatingly recommending these Bonds as in *all respects* a *first-class* security.

J. B. ALEXANDER & CO.,
No. 19 Nassau Street.

New York, September 16, 1868.

Kalamazoo, Allegan & Grand Rapids R.R.

The location of the route of this road from Grand Rapids to Allegan has been made, and the contract for preparing it for the iron has been let to Messrs. Goss, Warren & Co., who also have the contract for grading and furnishing the ties for the road from Kalamazoo to Allegan. It is expected that the contractors will put on all the men they can employ, and push the road to completion as fast as possible. Trains are to run to Allegan by October 15, and the contractors hope to complete the line to Grand Rapids by the first of January next.

☞ The directors of the Worcester and Somerset Railroad have decided to proceed with the construction of the road at once. They are to hire their own engineer and laborers, and are to commence the survey on the 28th of this month and the grading about the 1st of October.

Commerce of the United States.

The Director of the Bureau of Statistics has issued his regular monthly report of the import and export trade of the United States, which completes the record of the fiscal year, ending June 30th. According to Mr. Delmar's figures, the total value of import entries and the re-exports, and the resulting net imports of the United States, during the fiscal years 1860 to 1868, inclusive, specie and bullion included, were:

Years.	Import Entries.	Re-exports. Specie.	Net Imports.
1860..	$362,166,254	$26,933,022	$335,233,232
1861..	352,739,387	20,645,427	332,093,960
1862..	275,446,939	14,145,973	261,300,966
1863..	252,919,920	23,406,832	229,513,088
1864..	329,565,134	18,684,317	310,880,817
1865..	248,595,652	26,110,773	222,444,879
1866..	445,512,158	13,866,444	431,645,714
1867..	411,733,309	20,106,820	391,626,489
1868..	370,559,737	21,832,479	348,727,258

The following table exhibits the receipts from customs, imports, tonnage, &c., during each fiscal year since 1860:

1860 ...	$53,187,511 87	1865 ...	$84,928,260 60
1861 ...	39,582,125 64	1866 ...	179,046,651 58
1862 ...	49,056,397 62	1867 ...	176,417,810 88
1863 ...	69,059,642 40	1868 ...	164,464,599 56
1864 ...	102,316,152 99		

The total specie value of the domestic exports of the United States, during the fiscal years 1860 to 1868, inclusive, (specie and bullion included,) is shown in the following table:

1860	$373,189,274	1865	$196,235,455
1861	382,836,474	1866	417,142,084
1862	218,253,560	1867	334,350,653
1863	240,407,512	1868	352,339,639
1864	241,967,048		

York River Railroad.

The Richmond *Whig* says that a preliminary contract has been entered into between the York River Railroad Company and a party of Northern capitalists, which will secure its completion to West Point by the 1st of January, 1869. All of the remaining sixteen miles, from the White House, its present terminus, to West Point, is graded, and to lay the track ought not to require over sixty days. The work will be commenced about the 1st of October. It is stated that Joseph R. Anderson & Co., of the Tredegar Iron Works, Richmond, has the contract for the iron.

Mitchell, Bloomfield and Terre Haute R.R.

Articles of association have been filed in the office of the Secretary of State, at Indianapolis, Ind. The capital stock of the company is $2,000,000, divided into 40,000 shares, of $50 each. The directors for the first year are James Lyons, Jason N. Conly, John Jones, Henry Irons, Henry Vandike, Wm. Mason, and Marcus H. Scheicer. The proposed road will commence at Mitchell, Lawrence county, and run through the counties of Lawrence, Green, Clay and Vigo, to Terre Haute, a distance of about eighty miles.

Louisville, Cincinnati and Lexington Railroads.

We have been favored with a copy of the Second Annual Report of the "Louisville, Cincinnati and Lexington Railroads," being the Twentieth Annual Report of the *Louisville and Frankfort* and *Lexington and Frankfort* Railroad Companies. The former road is 65 miles in length, and the latter 29—together, 94 miles. These roads are operated as one, under the control of an executive committee, consisting of W. A. Dudley, Norvin Green, C. N. Warren, F. K. Hunt, J. Guthrie Coke, J. W. Kalfus and M. C. Johnson, of which W. A. Dudley, President of the Lexington and Frankfort Railroad Company, is chairman.

The receipts from operations of these roads for the years ending June 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	$283,612 64	$277,702 59
" freight	202,137 92	187,247 74
" express	12,881 65	15,437 14
" mail	9,400 00	9,400 00
" telegraph	1,249 74	1,111 27
" miscellaneous	837 07	2,320 19
	$510,319 02	$493,218 93
Expenses, viz:		
Conducting transp	$83,222 14	$71,610 54
Motive power	98,585 62	77,641 95
Maintenance of way	122,901 88	139,566 41
" cars	41,415 68	33,977 50
General expenses	10,976 58	13,175 47
	$357,101 90	$335,971 87
Net earnings	$153,217 12	$157,247 06

Compared with the previous year, the gross earnings of 1867–'68 show a decrease of $17,100 09, with a decrease in expenses of $21,130 03—making the increase in net earnings, $4,029 94.

The receipts and expenses from all sources for the year ending June 30, 1868, were as follows:

RECEIPTS.

Transportation receipts, as above	$493,218 93
Discount on loans and interest on investments	40,358 53
Sales of first mortgage bonds	1,283,000 00
" preferred stock	162,483 76
Received from sundry persons on amounts due	13,255 25
Decrease of cash on hand	203,828 75
Due sundry individuals	107,449 58
Bills payable	449,314 62
Total	$2,752,909 42
Operating expenses, as above	$335,971 87
Construct'n account—Cincinnati Br.	1,963,547 69
Interest on first mortgage bonds	94,474 11
Discount "	192,450 00
Real estate	3,500 00
Increase in supplies on hand	4,526 93
Dividend on preferred stock—9 p.c.	8,900 09
Louisville and Frankfort R. R. Co.	103,838 73
Lexington and Frankfort R. R. Co.	45,700 00
Total, as above	$2,752,909 42

INCOME ACCOUNT.

Balance on hand July 1, 1867		$96,470 22
Gross earnings for the year ending June 30, 1868		493,218 93
Total		$589,689 15
Operating expenses for the year ending June 30, 1868		$335,971 87
Paid Louisville and Frankfort R.R. Co. on account of net earnings		103,838 73
Paid Lexington and Frankfort R. R. Co. on account of net earnings		45,700 00
Two 4½ per ct. dividends on perferred stock		8,900 00
Supplies on hand July 1, '68	$59,456 08	
Paid to Cincinnati Br. fund.	35,822 38	
		95,278 48
Total, as above		$589,689 15

We give elsewhere statements showing the financial condition of the respective companies July 1, 1868. The most noticeable changes since the last report are a reduction of $12,000 in the debt of the Louisville and Frankfort, and $19,000 in that of Lexington and Frankfort Railroad Companies. In addition, the latter company had on hand cash means applicable to the reduction of its debt to the amount of $12,000. Practically, therefore, the aggregate debt of these companies may now be stated as $43,000 less than the sums named in their last reports. Excluding their joint engagements, contracted on account of the Cincinnati Branch, the general condition of each company is as follows:

	Lou. & Frank.	Lex.& Frank.
Capital stock	$1,109,594 40	$514,646 42
Debt secured by mort.	208,000 00	32,000 00
Debt unsecured—perpetual loan	74,519 50	.....
Cost of road	1,532,644 99	654,265 37

The aggregate cost of both roads has been $2,186,910 36; represented by: Capital stock, $1,624,240; 82 debt secured by mortgage, $240,000; unsecured debt, $74,519 50—total, $1,938,760 32.

The net earnings of the road from Louisville to Lexington during the year were $157,247 06. Out of this there was paid:

To the Louisville & Frankfort Railroad Co:		
In preferred joint stock	$66,405 00	
In cash	37,433 73	
		$103,838 73
To the Lexington & Frankfort Railroad Co:		
In preferred joint stock	$30,878 76	
In cash	14,821 24	
		45,700 00

These payments are not exactly in the proportion fixed by the operating agreement between the two companies. The difference is due to an error in the payments of the preceding year, through which the Louisville Company received $1,406 70 less than the sum to which it was entitled, and that deficit is made good in the payment of the last year.

A balance of $7,708 33 remains undivided in the hands of the joint companies. The Report says:

The condition of your roads is steadily improving. A large quantity of new ballast is annually placed in the road-bed to supply original deficiencies; the cost of which is, for the present, charged to operating expenses, as has been our habit for several years past.

The net earnings are slightly in excess of those of the preceding year, notwithstanding the payment of several thousand dollars in compromise of the suits instituted against us for injuries to persons by the explosion of the locomotive *Scott*, in the month of June, 1865. These are the only suits of any consequence in which the company has been engaged for many years. We have pursued the policy of settling without suit all claims against us which were *colored* with justice, even when, as in the instances in question, we have not regarded the companies as subject to any legal liability.

Our continued freedom from accident is a subject for congratulation. On few, if any, of the roads in this country have trains been run with greater safety and regularity—a result principally attributable to the watchful fidelity of the men in your employment.

CINCINNATI BRANCH.

At the date of our last report the construction of this Branch had just been fairly commenced. Since then the work has been steadily prosecuted, and now approaches completion.

In November, through the agency of A. S. Hewitt, Esq., of New York, I negotiated the purchase of 8,000 tons of rails, and the joint fastenings for half that quantity of rails, from Messrs. Guest & Co. and Bolckow, Vaughan & Co., leading English manufacturers. In February following, Messrs. Guest & Co. accepted an order for an additional thousand tons. The sad exprience of other companies had shown the purchase of *cheap* rails to be false economy. Our original estimate, therefore, contemplated the payment of an extra price, with a view to secure a really good rail, and Mr. Hewitt was authorized and agreed to pay, for rails manufactured under inspection, upon specification furnished by himself, about twenty per cent. more than was asked for ordinary Welsh rails made for the American market. Mr. C. P. Sandberg, an engineer of distinction, was employed to make the inspections. The larger portion of the rails have been received, and, in justice to the manufacturers and the inspector, I should add that, from such examination as we have been able to make, we are satisfied that their quality will be found fully to justify the extra price paid for them.

Our first estimates were for about 8,300 tons of rails, at a cost of $95 per ton, delivered on the line of the road. The actual purchase, as above stated, is 9,000 tons; the cost of which, delivered on the line of the road, will not exceed $86.50 per ton. Notwithstanding the purchase of 700 tons more than was estimated for, the aggregate amount paid will fall short of the estimated cost by several thousand dollars. The new rails not required to lay the Cincinnati Branch will be used in relaying the road between Lagrange and Louisville. The old iron thus replaced will be used for repairs of the line between Lagrange and Lexington, and in laying the sidings upon the Cincinnati Branch.

The purchases of rails were made on credits of one, two, and three years from the several dates of shipments. The notes of the companies, bearing interest at the rate of seven per cent. per annum, were given in settlement, and our bonds deposited (at the rate of eight dollars of bonds to each pound sterling of the notes) as collateral security for their payment. The item "Bills Payable," in the generel balance-sheet, of course includes only the notes given for that portion of the rails for which shipping documents had been received prior to the 1st July.

The adoption of a less expensive form of joint fastening than was originally proposed, coupled with the decline in prices, has enabled us to effect a saving of nearly $40,000 from our estimate of the cost of that item. All of these have now been purchased.

Ten locomotives for passengers and freight and two for switching purposes have been contracted for with the Rogers Locomotive Works. One switching engine has been delivered, and the remaining number will be ready when needed. This purchase also was made upon satisfactory credit—the payments being secured by a deposit of bonds, as collateral, at the rate of 85 cents to the dollar. Owing to the decline of prices since our estimate was made two years since, we were able to secure the locomotives at an average reduction

of more than $5,000 each from our estimate of their cost.

All the iron spikes have been purchased and paid for at prices less than our estimate. Cross-ties have been contracted for and are being rapidly delivered. Their cost will not exceed the estimate.

Our charter authorizes the issue of three millions of mortgage bonds. These have been disposed of as follows:

Amount issued and paid for as per general balance-sheet	$2,116,000
Amount subscribed but not yet paid	162,000
Amount deposited as collateral on purchase of rails	552,000
Amount retained as collateral for purchase of locomotives	170,000
Total	$3,000,000

We were also authorized to issue one million of preferred joint stock. Of this there has been paid for from the net earnings of the road, and issued for dividends during the years 1867-'68,

The sum of	$145,921 94
And sold for cash	65,200 00
Making amount actually issued	$211,121 94
To which add amount subscribed but not yet paid	77,000 00
Leaves for future disposition	711,878 06
Total	$1,000,000 00

The amount necessary to place the Cincinnati Branch in operation was originally estimated at $3,459,011. Three fourths of the graduation and masonry are now complete. The iron rails, joint fastenings, spikes, cross-ties, and locomotives have been purchased or contracted for at fixed prices; and we are now satisfied that the original estimates will be reduced rather than exceeded by the actual result. The means to meet that expenditure are as follows:

Proceeds of $3,000,000 of mortgage bonds at 85	$2,550,000
Proceeds $1,000,000 preferred stock at par	1,000 00
Total	$3,550,000

Which gives an excess of means over estimated expenditure of $90,989.

In this statement it will be observed that the $722,000 of hypothecated bonds are supposed to yield us no more than those which have already been disposed of, although since the success of our enterprise has been established, and we have ceased to offer the bonds for sale, there has been a marked advance in their market value, and a still further advance may be confidently expected upon the opening of the road before we shall be required to offer them for sale. Nor is any deduction made from the estimated cost of the road, although large savings have been effected in several of the most important items.

The company have 14 locomotives, 13 passenger, 5 baggage, 24 freight, 74 stock, 51 platform, 38 ballast, 38 hand and 1 boarding-house cars. Miles run by locomotives with passenger trains, 144,473; with freight trains, 74,474; distributing trains, 25,087—total, 244,034, against 248,321 in 1867, and 239,626 in 1866. Total cost per mile run, 33.15 cents, against 42.28 cents in 1867. The total mileage of cars was 1,520,384.

The number of passengers carried was 328,803. Number carried one mile, 7,078,999. Average distance traveled by each passenger, 21.53 miles. Earnings per passenger per mile, 3.92 cents. Miles run by passenger trains, 137,839. Earnings per mile run by passenger trains, 219.49 cents.

Number of tons of freight hauled 68,510. No. of tons hauled one mile, 3,181,380. Average distance hauled, 46.44 miles. Earnings per ton per mile, 5.88. Miles run by freight trains, 63,604. Earnings per mile run by freight trains, 294.40 cents. Total earnings per train mile, 244.95 cents.

The gross cash receipts of the joint roads for two years ending June 30, 1868, were $1,003,537 95; and the actual cash expenditures, $637,888 97—leaving a balance of $365,648 98. Of which there has been paid to the Louisville and Frankfort Railroad Company $122,313 77; and to the Lexington and Frankfort Railroad Company, $52,690 80—total $175,004 57. The balance ($190,644 41) has been paid to Cincinnati Branch Fund, and is thus accounted for: proceeds of three preferred stock dividends, $145,921 94; dividends on preferred stock, $8,900 09; balance, to credit side of income account, $35,822 38. Of the $190,644 41 paid to Cincinnati Branch Fund, $71,691 75 has been paid for interest on bonds to the close of the fiscal year, leaving a balance of $118.952 66 still on hand to be applied to the payment of interest on the mortgage debt for the ensuing year.

General Account, June 30, 1868.

Construction acc't—Cincinnati Br.	$2,107,196 57	
Discount on bonds	317,400 00	
Interest on bonds	71,691 75	
Due from sundry individuals	26,898 37	
Real estate	59,456 08	
Stock of supplies on hand for current operations	59,456 08	
Cash on hand	389,952 61	
		$2,995,845 38
7 per cent. first mortgage bonds, due in 1897	$1,116,000 00	
9 per cent. preferred stock	211,121 94	
Due sundry contractors for reservation on estimates	102,369 48	
Due other companies for ticket sales	242 44	
Bills payable—Due Messrs. Bolckow, Vaughan & Co., and Messrs. Guest & Co., England, for rails, fish-plates, and bolts received, payable in one, two, and three years, interest included and converted into currency	449,314 62	
Unpaid coupons	12,110 00	
Unpaid dividends	7,578 00	
Due sundry individuals	1,830 44	
Balance to credit side of income account	95,278 46	
		$2,995,845 38

Superintendent.—Samuel Gill.
Chief Engineer Cin. Br.—I. M. St. John.
Secretary and Treasurer.—W. H. Beynroth.
Auditor.—William Mahl.

☞ Geo. W. Lefevre has been elected president of the Doe Run and White Clay Railroad Company, and Levis Pennock, Martin Landenberger, Levis Barnard; George B. Sharp, Cyrus Hoopes, John M. Pomeroy, Nelson P. Boyer and Aaron Baker, directors. The road will run from Parkersburg to Delaware City, following Brick Run and White Clay Creek. It is proposed that the citizens along the line shall grade the road, and the Pennsylvania Railroad will lay the rails, and equip the road as a coal road, to Delaware City as a shipping point.

☞ Twenty five miles of the projected Belfast and Moosehead Lake Railroad have been surveyed.

☞ Work on the Boyertown and Pottstown Railroad is progressing rapidly. A large force is at work, and already over a mile of the grade is ready for the rails.

Central Pacific Railroad.

This road is now within 300 miles of Salt Lake, and extending eastward very rapidly. The continuous rail will be completed by July next. The business for the month of July last was as follows:

Gross earnings	$259,590 89
Operating expenses	80,352 72
Net earnings	$179,238 17

This result was upon less than 200 miles opened for business, with insufficient rolling stock, and was derived from legitimate commercial business only—being altogether independent of the transportation of the immense amounts of men, subsistence and materials required for grading and extending the track nearly 100 miles eastward during the same period.

The Funcke & Elbers Steel & Iron Works, Hagen, Prussia.

Our advertising columns contain to-day the card of the above company, which, to judge from numerous certificates of German Railways, has manufactured puddled steel and steel headed rails with remarkable success for upwards of seven years. The prospectus of the company gives detailed accounts of the manner in which these rails are made, the main novel feature being the peculiar method of piling, viz: Instead of rolling out solid ingots, as in the Bessemer process, or five flat bars (tops and bottoms) as is usually done with common iron rails, the pile is composed of two rows of thirteen flat bars (more or less) standing on top of each other, the lower row, or part of it, consisting of fine fibrous iron if steel headed rails are to be made.

This pile is hammered down under a five-ton steam hammer to the requisite size for the rollers, and when the rail is finished thirteen welding-joints run nearly parallel from the rail-top down into the flanges or feet of the rails.

Messrs. Funcke & Elbers claim, that so far no kind of steel, except puddled steel, can be perfectly welded in the aforesaid manner, and also, that these rails are superior to Bessemer rails, because the tread-piece demands a very hard and the bottom of the rails a very tough substance; these two qualities are combined in the former, hence freedom from breakage, while the Bessemer rails are rolled out of a solid, uniform mass, which obviously must be deficient in one of the aforesaid qualities. Funcke & Elbers' rails are now in use on six American Railroads, and on the way for other companies, so that their practical value will be soon ascertained.

The reputation of their American agents, Messrs. Hermann Boker & Co., who are established in this city over forty years, is too well known to require any comment.

☞ Trains have commenced running through to Charlotte from Jackson, on the Grand River Valley Railroad. A daily line of stages connects Charlotte and Hastings.

☞ The work on the Kent (Md.) Railroad is making considerable progress. The wharf on Chester River, at Chestertown, is now nearly completed.

☞ Passenger trains are now running on the Perkoimen Railroad from the Junction to Skippack, a distance of ten miles.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$3,582,753	$3,125,694
" cotton...	1,322,108	1,376,978
" silk	2,109,826	2,598,347
" flax	947,314	1,103,665
Miscellaneous dry goods..	820,014	830,625
Total entered for consump.	$8,782,015	$9,035,309

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$3,273,970	$2,424,438
" cotton...	480,535	280,297
" silk	1,085,898	725,370
" flax	685,339	450,363
Miscellaneous dry goods..	206,698	140,815
Total withdrawn from warehouse	$5,731,940	$4,021,283
Add entered for consump.	8,782,015	9,035,309
Tot. thrown on the market.	$14,513,955	$13,056,592

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$2,250,646	$2,044,855
" cotton...	368,402	369,936
" silk	681,662	800,114
" flax	420,164	478,441
Miscellaneous dry goods..	105,130	124,951
Total entered for wareh'g..	$3,826,004	$3,818,297
Total entered for consump.	8,782,015	9,035,309
Total entered at the port.	$12,608,019	$12,853,606

The imports of foreign dry goods at New York for eight months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$12,400,586	$10,486,794
" cotton..	8,432,014	7,580,917
" silk	8,668,721	11,958,036
" flax	6,087,013	5,776,363
Miscellaneous dry goods.	4,372,970	4,129,147
Tot. entered for consump.	$39,961,304	$39,881,257

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$12,943,758	$8,250,244
" cotton..	5,502,136	3,140,059
" silk	5,454,591	3,010,027
" flax	5,146,163	3,477,540
Miscellaneous dry goods.	1,199,890	1,233,298
Total withdrawn from warehouse	$30,246,538	$19,111,168
Add entered for consump.	39,961,304	39,881,527
Total thrown on the market.....	$70,207,842	$58,992,425

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$12,349,883	$8,100,006
" cotton..	4,752,986	2,791,487
" silk	4,353,257	3,180,583
" flax	3,401,038	2,561,609
Miscellaneous dry goods.	1,221,411	1,200,055
Total entered warehouse.	$26,078,575	$17,833,720
Add entered for consump.	39,961,304	39,881,257
Total entered at the port..	$66,039,879	$57,714,977

☞ The Cecil *Whig* says there are indications that the Columbia and Port Deposit Railroad Co. are about to make a move towards finishing the road to the Octoraro Creek. A few days since a train arrived bringing one hundred tons of railroad iron, and they report more on the way. The prospect now is that some of the rails will be laid before Christmas.

Union Pacific Railroad.

THE COST IT SAVES, AND THE PROFIT IT MAKES TO THE GOVERNMENT.

The prospective value of the Union Pacific Railroad, as a promoter of emigration and of increased production of the minerals of the West, is beyond question. But its value and profit as a national undertaking are by no means confined to the future. Each year of its operation, even in its unfinished state, ensures direct, unequivocal profit to the National Treasury, as the following figures, furnished by Gen. M. C. Meigs, U. S. Quartermaster-General, abundantly prove.

Previous to the building of this continental railroad, all Government freight, consisting chiefly of supplies for the troops upon the frontier, was carried by wagons under contracts given to the lowest responsible bidders. At the time of the Mormon War, the annual expense of maintaining troops upon the Plains amounted to about $1,000 per man, most of this sum being chargeable to transportation. In 1866, wagon transportation upon "Route No. 1" (the route now occupied by the Union Pacific Railroad,) cost an average of 28.4 cents per ton per mile. In 1867, an average of 39.4 cents was paid for similar service, while, on account of the increased distance, for the season from January 1, 1868, to March 31st, the lowest contract that could be made was for 50 cents per ton per mile.

The average tariff of Government transportation over the Union Pacific Railroad is 10.61 cents per ton per mile, but even this is in excess of the actual cost, as may be seen by the following extract from a letter from Quartermaster-General Meigs, under date of September 1, 1868:

"It may properly be assumed that the average rate per ton per mile charged by your company, (10.61 cents,) being based upon your published tariff rates, is somewhat in excess of the actual average rate paid by this department for its transportation, owing to the fact that the greater portion of the freight carried for it is comprised under the lower classes, and that 10.5 cents per ton per mile would approximate the rate actually paid."

The amount paid by the Quartermaster-General to the Union Pacific Railroad in 1867, for Government transportation, was $699,698 81. Had this same freight been transported by wagons, at the contract price for that year (39.4) cents,) the cost would have been $2,625,536 41. In other words, the money actually saved, in one year, in the transportation of Government freight, with the road in operation for an average distance of but 386 miles, was $1,925,837 60. As has been stated, one-half the Company's charges against the Government for transportation are paid in cash, the balance being credited toward the payment of the United States Bonds and their interest. The U. S. Treasury Department officially reports that the total amount of interest which had been paid by Government upon bonds issued to the company up to June 30th, 1868, was $764,655 75. The amount paid by the company on account of the above charge to the same period, was $615,914 58, with a balance then due from the War Department, of $55,229 42, one-half of which was applicable to the payment of the interest account. It will therefore be seen that the Government has actually paid out only $121,126 46 (which itself will probably be more than paid by Government transportation during the present year,) while its actual saving in one years' transportation was almost two million dollars. As the railroad is rapidly carried forward, the amount of its Government service and the corresponding saving to the treasury will increase even more rapidly, while in other respects the national gain will be equally manifest. By the building of the road and the emigration which it renders possible and profitable, the value of all Government lands along its line will be increased beyond present computation. Lands which before were entirely inaccessible, and therefore worthless, are now brought into direct connection with markets whose demand for all productions of the soil will steadily increase, while those situated near the town sites established by the company will at once become of very great value. The population thus supported and encouraged by the railroad will not only swell our agricultural and mineral productions, but, if the present ratio of national taxation be kept up, the people along the line of the Pacific road will, in ten years time, pay not less than ten million dollars as annual taxes into the U. S. Treasury. In short, it is safe to assert that this railroad will prove by far the most profitable of all the internal improvements ever aided by Government.

THE WAY BUSINESS—ACTUAL EARNINGS.

As no one has ever expressed a doubt that as soon as the road is completed, its through business will be abundantly profitable, it becomes interesting to know, not only what may be expected, but what has actually been earned, by the way or local business, so far as it has been opened. It should be remembered that, although settlements are being rapidly made along the line, until recently the road has run through a wilderness for almost its entire length; but as every year brings an influx of population, this local traffic will have a steadily increasing value. At present, its transportation for the Government and for the mining regions is the chief source of its already large revenue. As these mining regions are penetrated, the earnings will be greatly increased, and the various branch lines that will soon be constructed will be most valuable feeders of the main trunk.

The following are the earnings of the Union Pacific Railroad for the year ending June 30, 1868:

From passengers		$888,335 05
" freight		3,233,371 61
" express		30,954 79
" mails		66,800 00
" miscellaneous.....		26,579 28
		$4,246,040 73
Expenses:		
Conducting transp.....	$517,802 86	
Motive power.....	977,010 62	
Maintenance of cars...	209,150 57	
Maintenance of way...	831,537 66	
General expenses.....	149,255 43	
		2,684,757 14
Net earnings to balance		$1,561,283 59

The average length of road in operation for the same time was 472 miles.

The amount of first mortgage bonds the company can issue on this 472 miles is $7,520,000.

Gold interest for one year, at the rate of 6 per cent., is.....	$451,200
Add 40 per cent. premium for gold.....	180,480
	$631,680

Surplus for the year, after paying interest on first mortgage bonds, $929,603 59.

We will now add to the account the interest on the U. S. second mortgage bonds, and it will stand as follows:

Net earnings for one year.....		$1,561,283 59
Interest on first mortgage bonds, reduced to currency.....	$631,680	
Interest on second mortgage bonds, in currency.....	451,200	
		1,082,880 00
Surplus after paying all interests....		$478,403 59

The earnings for the first half of the financial year were so large that the company reduced their charges twenty five per cent. If the way or local business produces such results, what may we expect from the traffic that must pass over it from the two sides of the whole North American continent?

THEIR SECURITY AND VALUE.

As before stated, the Union Pacific Railroad Company are authorized by Congress to issue their first mortgage bonds in the same amounts as

are issued by the Government to the company on the various sections of the road *as they are completed*, viz:

On the first 517 miles at $16,000 p. m.	$8,272,000
On the Rocky Mountain region, 150 miles, at $48,000 per mile.....	7,200,000
On 433 additional miles at $32,000 per mile.....	13,856,000
Total for 1,100 miles.....	$29,328,000

All these bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear interest at the rate of six per cent. per annum *in gold*, payable on the first days of January and July, at the company's offices in the city of New York.

PRINCIPAL AS WELL AS INTEREST PAYABLE IN GOLD.

While the company have never supposed that the principal of their bonds would be paid otherwise than in gold, yet, to put all question on this subject at rest, at a meeting of the directors held on the 12th of March, 1868, it was unanimously

Resolved, That the President and Treasurer are authorized and directed to enter into a covenant with the Trustees of the first mortgage bonds of this company, to pay the principal of said bonds, at maturity, in United States gold coin.

In accordance with this resolution, the President and Treasurer made the following

COVENANT.

Know all men by these presents, *that whereas*, the Union Pacific Railroad Company heretofore executed to Edwin D. Morgan and Oakes Ames, Trustees, a certain indenture of mortgage bearing date the first day of November, one thousand eight hundred and sixty-five, mortgaging thereby the railroad of the said company to the said Trustees to secure the payment of the said company's first mortgage bonds, and the said indenture of mortgage was duly recorded; *And whereas*, the said company have issued divers of the said first mortgage bonds, and intend hereafter to issue divers others of said first mortgage bonds mentioned in and provided for by the said indenture of mortgage; *And whereas*, by the tenor of said bonds the principal sum payable thereon at maturity is to be paid in lawful money of the United States; *Now*, in consideration of the premises, and of one dollar to the said company in hand paid, the receipt whereof is hereby acknowledged, and for divers other good and valuable considerations the said company thereunto moving, the said company hereby covenant and agree to and with the said Edwin D. Morgan and Oakes Ames, as Trustees, for the benefit of all who are or shall be holders of said bonds, and to and with the successors of said Trustees in the trust created by the said indenture of mortgage, that the principal of all the said first mortgage bonds, being one thousand dollars each, as well such as have been issued hitherto as such as shall be issued hereafter, shall and will be paid by the said company whensoever the same respectively become payable according to the tenor thereof, in the gold coin of the United States at par, that is to say, one thousand dollars of such coin for each of the said bonds.

In witness whereof, the said company have caused these presents to be sealed with their corporate seal, and to be subscribed by their President and Treasurer, this twelfth day of March, one thousand eight hundred and sixty-eight.

Sealed and delivered in the presence of BENJAMIN F. HAM. } OLIVER AMES, *President*. JOHN J. CISCO, *Treasurer*.

It will be noticed, that this covenant applies to all the first mortgage bonds of the company without exception, including those that have been heretofore issued as well as those which may be issued hereafter. We now come to the first question which will be asked by every investor, viz:

ARE THE BONDS SECURE?

ANS.: Congress has taken an especial care that the interests of the bondholders of this road shall be secured, that has never before been shown towards a similar enterprise. The mortgage is made to Hon. E. D. Morgan, U. S. Senator from New York, and Hon. Oakes Ames, Member of U. S. House of Representatives from Massachusetts, who alone can deliver the bonds to the company, and who are responsible for their delivery in strict accordance with the terms of the law.

The President of the United States appoints five Government directors who cannot be stockholders, who take part in the direction of all its affairs, and one of whom is to be on every committee of the company. It is the duty of these directors so see that all the business of the company is properly managed, and to report the same to the Secretary of the Interior, who reports, through the President, to Congress.

The President of the United States also appoints three Commissioners to inspect the work as it progresses, in sections of twenty miles, to see that it is in all respects a first class road, and that it is suitably provided with depots, stations, &c., and all the rolling stock necessary for its business. The U. S. bonds are issued to the company only as each section of twenty miles is accepted by the U. S. Commissioners, and the Trustees of the first mortgage bondholders deliver the company's own first mortgage bonds to the company only on the same conditions, except that the company are permitted to issue their bonds for one hundred miles in advance of the completed line, to cover a part of the cost of grading, &c.

To give every facility for the negotiation of the company's first mortgage bonds, the Government makes its own bonds issued to the company a *second lien*, and it will be noticed that the Union Pacific Railroad is, in fact, a Government work, built under the supervision of Government officers, and to a large extent with Government money. We may say, without danger of contradiction, that no bonds issued by any other company in this country, or, so far as we know, in the world, are made so secure by a responsible Government, as the first mortgage bonds of the Union Pacific Railroad Company. They are not only a first mortgage upon a property that costs three times their amount, but upon a property of daily increasing value, and whose income is already much more than their interest. First mortgage bonds, whose principal is so thoroughly secured, and whose interest is so liberal and so amply provided for, must be classed among the very safest and best securities.

A PERMANENT VALUE.

The recent movements in Congress in favor of redeeming the Government bonds in currency, or taxing them directly or indirectly so as to reduce the rate of interest, and practically compel the holders to fund them at 4 or 4½ per cent., have induced many careful investors to exchange their Government securities, as a whole or in part, for Union Pacific First Mortgage Bonds. There are others who always prefer a first mortgage upon such a great, valuable, and productive real estate, to the obligations of any State or nation, which are subject to the vicissitudes of political action.

WHAT ARE THEY WORTH AS AN INVESTMENT?

ANS.: Other conditions being the same, securities are valuable *according to their rate of interest*. The recent average quotations for U. S. 10-40 bonds, bearing only 5 per cent. gold interest, redeemable by the Government in six years, have been 105 to 106, and the U. S. sixes of '81, gold six per cents which may be redeemed in thirteen years, have been at from 113 to 115½. The best first mortgage six per cent. railroad currency bonds range at about par, and the seven per cents run to a considerable premium, while the Union Pacific First Mortgage Bonds are sure to pay six per cent. in gold, which, with the premium at 40, (where it has stood upon the average for about three years,) pay 8 2-5 per cent.

It will be noticed that a very important consideration in determining the value of these bonds is *the length of time they have to run*.

It is safe to assume, that during the next thirty years, the rate of interest in the United States will decline as it has done in the old countries of Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 28 per cent. above par.

There is no doubt that the Union Pacific bonds will become a favorite investment abroad, for although the company have made no effort to sell them, except at home, considerable amounts have been voluntarily taken on foreign account, and it is probable, that as soon as the road is completed, a very large proportion of the whole issue will be taken out of the country.

It should be remembered, that the whole issue of these bonds will be only about thirty million dollars, of which over eighteen millions have already been sold; and while subscriptions are now received at 102, it is expected that, with a favorable money market, the price may be further advanced at an early day.

In addition to their safety and profit, these bonds offer every convenience of a convertible investment. The gold coupons will be cashed by bankers in any part of the country, and the bonds themselves are taken as security for loans at the lowest current rates.

JOHN J. CISCO, Treasurer,
Union Pacific Railroad Co.

NEW YORK, Sept. 20th, 1868.

Debt of Tennessee.

The following is a statement of the debt of Tennessee as recently reported to the Legislature of that State:

BONDED DEBT OF THE STATE.

State debt proper to Jan. 1, 1866...		$3,334,606 66
Int. on same funded to Jan. 1, 1866.		743,553 60
Total.....		$4,078,160 26
State b'ds loaned to railroads to Jan. 1, 1861.....	$21,465,000 00	
Interest funded to Jan. 1, 1866.....	3,732,343 10	
State bonds loaned railr'ds since Jan. 1, 1861.....	4,438,000 00	
		$29,635,343 10
State bonds loaned to turnpike companies to Jan. 1, 1861.....	$490,000 00	
Interest on same, funded to Jan. 1, 1868...	102,060 00	
		592,060 00
State bonds loaned to Agricultural Bureau to Jan. 1, 1861.....	30,000 00	
Int. funded Jan. 1, 1866	7,200 00	
		37,200 00
Total.....		$34,342,772 76
State bonds cancelled.....		71,006 00
Aggregate state debt.....		$34,271,762 76

BONDS ENDORSED BY THE STATE.

Nashville and Chattanooga R. R.....	$1,650,000
East Tennessee and Virginia R. R.....	200,000
East Tennessee and Georgia R. R.....	150,000
Memphis and Little Rock R. R.....	350,000
Total.....	$2,315,000
Of this amount there has been cancelled by sinking fund.....	143,000
Balance.....	$2,172,000

☞ Work has been commenced on the Cheyenne end of the Denver Branch of the Union Pacific Railroad.

☞ The track on the Maryland and Delaware Railroad is laid to within three-quarters of a mile of Tuckahoe creek, near Hillsborough.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	.....	.....
Allegheny Valley 50	1,498,400	.....	.....
Alton and St Louis..... 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	11,522,150	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	.....	Jan. '68 3
Bay de Noquet & Marq...100	.....	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112	.....	.....
Berkshire* 100	600,000	J.A.J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont.100	459,900	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,660,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J.A.J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	.....	.....
Buff., New York & Erie*.100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Cape Cod Branch 60	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	.....	Jul. '68 4½
Central of Georgia.....100	4,666,800	J. & J.	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....	.....	J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	.....	.....
Chemung*.....100	380,000	.....	Oct. '65 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	.....	.....
Chicago, Iowa & Nebras*.100	1,000,000	.....	Jul. '68 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street	.....	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250	.....	.....
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Oct. '68 2
Cleveland and Toledo* ... 50	4,841,800	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord..... 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	.....	.....	.....
Do. do. pref.100	1,673,300	J. & J.	Jul.'68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	.....	.....
Dayton and Michigan*.....100	2,384,941	.....	.....
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050	.....	.....
Detroit & Milwaukee.....100	452,359	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	.....	.....
Dubuque and Sioux City.100	1,673,641	.....	.....
Do. do. pref.100	1,987,351	.....	Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	.....	.....	.....
East Tenn. and Virginia...100	.....	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834	.....	.....
Fitchburg.....100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly	.....	M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	J. & J.	Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do. pref.100	5,258,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	.....	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	.....	Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615	.....	.....
Maine Central.....100	1,600,860	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	.....	.....
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 4
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.....	.....	.....	.....
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	.....
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell.....100	600,000	M. & N.	May '68 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jul.'68 4
New Haven & N. London.100	738,538	.....	.....
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.....100	5,000,000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,06[illegible],400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800	.....	.....
North Pennsylvania..... 50	3,150,150	.....	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	.....	.....
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3,581,000	.....	.....
Panama.....100	7,000,000	J.A.J&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*... 50	5,069,450	.....	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,651,[illegible]00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Oct. '68 5
Phila. and Trenton*.....1[illegible]0	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	2,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Oct.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester.100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	.....	.....	Jul. '68 3
Rensselaer and Saratoga ...100	800,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,000	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	July'65 5
Rutland preferred.....100	.....	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute.100	2,800,000	.....	.....
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand.,Mansf. and Newark.100	900,000	.....	.....
Saratoga and Hudson R...100	1 020,000	.....	.....
Saratoga and Whitehall*.100	500,000	A. & O.	Oct.'68 3½
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	635,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	.....	.....
South Shore.....100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000	.....	.....
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook.....100	267,300	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130	.....	.....
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ...100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650,000	.....	.....
" " " 1st pref.100	1,700,000	.....	.....
" " " 2d pref.100	908,176	.....	.....
Tol., Wabash and West... 50	5,400,000	.....	.....
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,452,815	.....	.....
Western Union 100	2,687,237	.....	.....
West Jersey 100	731,050	.....	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester...100	1,130,470	.....	.....
Wilm. and Weldon.....100	1,340,213	.....	.....
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '68 2
American Coal 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal..... —	.....	J. & J.	Jul. '68 4
Mt. Pleasant Coal..... —	200,000	.....	Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal..... —	200,000	.....	Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	.....
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	.....	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	.....	.....
United States Express.....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	338,654	355,255	359,184	341,266	407,888	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,353	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	685,623	747,941	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	898,357	800,325	1,038,824	1,451,284	1,508,883	1,210,587	918,088	11,532,848
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,644	1,091,466	1,265,831	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	27,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,081,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	498,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	103,461	95,416	95,924	108,413	126,556	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,803
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,694	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	415,758	369,236	325,591	321,013	392,942	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,610	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	423,247	522,545	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,686	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,310
1863	337,350	365,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,841	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,237	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	219,727	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,323
1865	144,084	139,171	158,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,388
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,388
1866	45,102	36,005	39,301	43,332	86,913	92,918	85,276	60,698	84,462	100,813	75,248	54,468	814,027
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	54 119	774 957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	------	------	------	------	------

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1868.					
Loan of Jan. 28, 1847 .....registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 .....registered		6	" "	1868	----
" " " .....coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 .....coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 .....registered	20,000,000	5	Jan. & July.	1874	118
" " " .....coupon		5	" "	1874	115
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	126
" " " .....coupon		5	" "	1871	126
Loan of Feb. 8, 1861 .....registered	18,415,000	6	" "	1881	113½
" " " .....coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 .....registered	264,246,300	6	Jan & July.	1881	113½
" " " .....coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s)...registered	1,501,226,050	6	May & Nov.	1882	109
" " " (5-20s)..... coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) ..registered		6	May & Nov.	1884	109½
" " " (5-20s) .....coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s)...registered		6	May & Nov.	1885	109
" " " (5-20s).....coupon		6	" "	1885	110½
" " 2d series (5-20s)...registered		6	Jan. & July.	1886	108
" " " (5-20s).....coupon		6	" "	1886	108½
" " 3d series (5-20s)...registered		6	" "	1887	109½
" " " (5-20s).....coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s)...registered	194,566,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) .....coupon		5	" "	1904	104½
Pacific R. R. Bonds.....(currency)	35,314,000	6	Jan. & July.	'95-'97	100½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented.....	12,409,213	---	presentation.	------	----
Gold Certificates of Deposit.....	25,161,620	---	presentation.	------	----
Compound Interest Notes 1864-'65	10,595,410	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates.....	62,205,000	---	------	------	----
Fractional currency	31,802,218	---	------	------	----
Navy Pension Fund	13,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds .....coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank).. "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857..... coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861.....	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864.....	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds.....coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) .....coupon	276,000	7	various.	'72-'74	91
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad)..... "	1,569,000	6	" "	'68-'74	81
" — " " (Railroad)..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal.....coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " .....registered	1,229,667	6	" "	1870	----
" —State Bonds .....coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	90½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds .....coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,935	5	" "	1866	97
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds .....coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds..... "	300,000	7	" "	1881	----
Kansas—State Bonds.....coupon	99,945		Jan. & July.	'1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds.....coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds..... "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks).....coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads)... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New)..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56.....coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	319,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl...	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	100
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100
" — " (Bounty).....	501,000	6	"	abt.'74	----
" — " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan.....	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan.....	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan.....	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.).....	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.).....	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	838,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan.....	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency).....	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan.....	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.....	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.....	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds.....	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	------	'41-'71
" — " " (Union Bank).....	5,000,000	6	------	------	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92
" —Hannibal and St. Joseph R.R.....	3,000,000	6	" "	'81-'86	91½
" —Pacific R.R.....	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.....	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.....	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.....	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.....	650,000	6	" "	'85-'87	----
" —Platte County R.R.....	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864...	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866...	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free).....	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (").....	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds .....coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " ..registered	27,726,500	7	" "	1877	108
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds.....	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds.....	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds.....	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	74½
Ohio—State Bonds (Union Loan).....	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds.....coupon	4,993,000	5	Various.	'77-'82	98½
" — " " .....registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series.....	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series.....	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds.....	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861.....	468,500	6	April & Oct.	1871	100½
" — " " " 1862.....	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863.....	269,000	6	April & Oct.	1883	100½
" — " " " 1863.....	776,000	6	Jan. & July.	1893	100½
" — " " " 1864.....	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various).....	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new).....	1,210,803	6	" "	1887	----
Tennessee—State Bonds.....	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement.....	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	69½
Vermont—State War Bonds.....	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling).....	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,869,398	6	" "	long.	----
" — " ..... coupon	10,900,000	6	" "	long.	----
" — (new).....registered	1,379,500	6	" "	1876	53½
" — " (")..... coupon	489,300	6	" "	1886	----
" — " " (").....	89,600	6	" "	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7*	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	98
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	99½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	....
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61¾
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	'68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	
2d Mortgage	380,000	7	May & Nov.	" "	1872	
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	92
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	....
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	....
Loan for $675,000	675,000	6	" "	" "	1875	93
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	....
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	....
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350.000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	....
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 157.2 m.) free	7,336,000	6	Jan. & July.	New York.	1896	....
1st *Mortgage* (guaranteed by Cal.)	1,500,000	7	" "	" "	1885	....
National Loan	7,336,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Certificates of Indebtedness	36,600	7	— & —	"	1875	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,123,000	8	Jan. & July.	New York.	1883	110⅛
Trust Mortgage, convertible	194,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	460,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	80
1st Mortgage (convertible(		7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and N. W.)	1,726,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (193 m.)	1,250,000	7	Feb. & Aug.	" "	1885	97
Funded Coupons	756,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal.& Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&L.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension).	1,106,489	6	Jan. & July.	" "	1892	....
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	Feb. & Aug.	New York.	1908	80½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	....
2d Mortgage	816 000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	....
Plain Bonds	570,000	5	April & Oct.	"	1872	....
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.) £100=$485:						
1st Preference Bonds £2,300,000	11,155,000	6*	— & —	London.	18—	....
2d Preference Bonds £1,294,897	6,280,250	5*	— & —	"	18—	....
3d Preference Stock £596,250	2,891,812	4*	— & —	"	18—	....
4th Preference Stock £3,776,144	18,314,308	—	— & —	"	18—	....
Equipment Mort. Bonds £250,000	2,425,000	5*	— & —	"	18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Mortgage Bonds £1,000	4,850	5*	— & —	"	1881	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	'67–'69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6*	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	101
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	....
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	600,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	63,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	1,800,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	120,000	6	Jan. & July.	New York.	'68–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	92
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	76⅞
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Centra :						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100¾
2d Mortgage	2,693,000	7	" "	" "	1877	....
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
or as they will be on completion of exchanges—						
1st Mortgage	3,582,000	8	.....	New York.	18—	....
2d Mortgage	739,000	8	.....	" "	18—	....
Milwaukee and St. Paul:						
1st Mortgage	5,361,000	7	Jan. & July.	New York.	1893	93
2d Mortgage and Income	1,500,000	7	April & Oct.	" "	1884	89
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	....
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	.....	1876	....
Company Bonds	639,500	7	" "	.....	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	87¾
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	550,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	....
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	....
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	....
1st Mortgage	328,600	8	" "	" "	'65–'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	— & —	"	18—	....
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	87½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	....
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	....
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	1,182,000	7	Jan. & July.	Boston.	1870	....
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1872	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67-'69	96½
Company Bonds	223,000	5	Various.	"	'77-'84	....
Company Bonds	2,467,000	6	"	"	'75-'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92-'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70-'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72-'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68-'70	....
St. Louis Loan	700,000	6	" "	St. Louis.	'71-'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	98⅝
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pennsylvania Coal:						
1st Mortgage	597,500	7	Feb. & Aug.	New York.	1881	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71-'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	....
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	....
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	....
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	....
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75-'76	....
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69-'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69-'75	....
Company Bonds, dollar	271,399	7	"	"	'75-'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, free	.....	7	Feb. & Aug.	N. Y. & Lond.	1919	95
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	....
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68-'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	....
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	....
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	96½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84¾
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83¾
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	....
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	15,472,000	6*	Jan. & July.	New York.	1897–8	....
2d Mortgage (Gov. subsidy)	15,472,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	80
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	....
Equipment Loan	1,000,000	8	" "	"	18—	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	....
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	82½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	....
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	....
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by. C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	....
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's 3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point ..... Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,000	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. .... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	26½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,783	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	22½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,226	998,068	234,805	8	50	66
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine ..... Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,232	11,628,014	1,603,167	481,470	10	100	136½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	123½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	....
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	155
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy.. Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	173
Dec. 31, 1867	30.0	—	....	72.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	00	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	87½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	103
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)			—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	80
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland And Mahoning .....Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	49½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	44
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	102½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	25	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont. New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	29,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv..Vermont.	3,093,996	*	95,741	.....	1,961,800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,078,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania. Maryland.	1,708,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	251,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	61
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.6	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	62.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	—	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,786	1,447,047	521,415	8	100	120
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	—	.....	.....	392,550	.....	.....	—	—	(Leased	to Phila.	& Reading.)	.....	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	—	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶. Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	638,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	—	.....	.....	—	1,162,545	.....	—	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	—	—	(Leased	to Northe	rn Centra	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	49
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American ¶..Maine.	.....	—	.....	.....	—	.....	.....	—	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶. N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment	.)	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,765	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	567,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville. Ky.	.....	—	.....	.....	—	.....	.....	—	—	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.) 8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,427	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	226,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	—	.....	—	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	—	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*. Florida.	.....	—	.....	.....	.....	.....	.....	—	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	—	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	56.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson. Texas.	.....	—	.....	.....	—	575,000	.....	—	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia.....Georgia.	4,156,000	*	2,572,268	60,027	4,156,000	389,500	1,253,824	989,071	232.0	585,338	.....	.....	1,008,723	491,889	7	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	...	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	—	.....	.....	—	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,540	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶....S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	....
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven....Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685,335	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill. Conn. & R. I.	4,204,866	*	.....	.....	2,687,940	2,055,000	.....	—	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	5	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,560	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	—	.....	.....	—	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.8	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	—	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	241½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	—	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,563	10	100	144
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	—	.....	.....	—	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette. Indiana.	5,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	26
Dec. 31, 1867	75.0	—	....	—	....	....	....	....	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	—	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	—	.....	.....	—	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	56.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,333	2,000,000	3,139,000	226,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	—	.....	.....	155,250	800,000	.....	—	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	—	.....	.....	—	1,208,000	.....	—	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	—	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	....	53.0	—	—	—	—	Knoxville and Charleston ¶....Tennessee.	.....	—	.....	.....	—	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	—	.....	.....	—	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	60.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	—	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	—	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	...	...	...	....	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63.000	113,330	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	53,309	7	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	—	—	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	143,649	—	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	...	...	...	....	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	....
Jun. 30, 1867	185.0	149.0	38.5	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,969,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	...	...
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	135½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	...	...	...	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	84½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,014	—	—	—	102,365	—	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	95
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	—	—	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	—	8	50	57½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	—	116.9	170,707	.....	.....	449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	32½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	—	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5 415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	...	...	...	....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172 5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	29.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil.,W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133½
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	127½
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	—	29,224	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143.480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,756	*	269,845	69,835	4,000,000	339,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶.....South Carolina.	2,145,131	*	—	51,078	1,053,950	845,000	556,345	.....	102.0	.....	.....	.....	317,775	55,967	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	53	50	36
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	52.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	117
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	—	26,201	159,100	300,000	62,145	—	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain...N. Y.	4,954,779	1,070,154	.....	.....	3,077,000	1,182,000	.....	.....	122.4	521,932	5,009,432	26,654,145	908,645	86,515	—	100	69½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	29½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	—	100.0	358,378	.....	.....	1,509,246	599,882	—	50	....
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	....	....	....	—	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	—	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	—	—	.....	222,987	716,000	3,387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	—	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	—	47.6	.....	.....	.....	.....	.....	24	100	364
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	.....	630,000	—	—	—	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	—	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	—	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	56½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	—	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,891	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	.....	1,200,000	600,000	.....	—	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	....	....	....	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	—	—	.....	550,000	550,000	.....	—	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	—	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	—	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	—	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	25½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	70
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	47
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	—	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore.Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	54½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati.Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	—	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	—	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	109½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(Leased to Pbg., Col. and Cincinnati)				.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	102½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	.....	.....	350,000	—	.....	.....	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway.N. H.	370,000	—	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	....	....	....	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	....	....	....	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	—	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	—	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9[illegible]2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	—	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	....	....	....	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,37[illegible]	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	30
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	44
Dec. 31, 1866	80.0	—	....	—	....	....	....	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	—	—	(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	—	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	—	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Leased to Cin., Dayton and Eastern.)				125,000	—	50	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	241,284	.....	.....	410,668	86,369	—	100	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	—	116.3	143,124	.....	.....	146,840	18,54[illegible]	—	50	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,21[illegible]	.....	54.0	(Leased to Phila. and Reading.)					5	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	.....	.....	.....	—	.....	.....	.....	396,827	235,776	—	100	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	312,577	12,909	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	.....	.....	438,300	—	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶ .....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,290,606	22,926	86,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynch b'g) ¶.Va.	3,726,590	*	12,924	40,200	1,365,000	1,706,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,600	—	.....	.....	196,000	150,000	.....	.....	—	(Leased	to Cinc., D	ayton and	Eastern.)		—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased	to Housat	onic.)		31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	.....	.....	267,300	—	—	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	50	29½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	—	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	.....	—	(Leased	to Hudso	n River.)		19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	—	680,000	.....	.....	—	(Operat	ed by Vt	& Mass., &	T. & B.)	32,000	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned	by railroa	ds centrin	g in Troy.)		—	—	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	—	—	.....	.....	—	(Leased	to Pennsy	lvania.)			—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	—	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	—	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	—	(Leased	to Vermo	nt Centra	l.)		8	100	102½
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,788,991	393,128	—	100	....
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	.....	.....	.....	601,943	loss.	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Erl	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	—	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	—	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—	....	....	....	....	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	—	822,450	1,283,600	630,919	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	....	....	....	....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	—	(Leased	to Balt. an	d Ohio.)		27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	293,230	—	.....	.....	317,050	52,000	24,180	—	—	(Leased	to Northe	rn Central	.)		—	50	....

CANALS, &c.

May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	—	—	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	—	—	—	—	—	16	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	—	—	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	—	64,000	—	1,300,985	.....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	.....	2,751,765	—	—	—	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	—	45.0	—	—	—	155,872	42,170	—	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	—	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	—	64.0	—	—	—	132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single trk.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	99¾
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	....	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499.685	400,000	41,539	79,694	188,085	10,087	—	....	62
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	4.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.1[illegible]	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	102,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	....
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	19.70	—	—	—	37	Broadway (Brooklyn	266,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	....
30 Sep. '67	11.00	—	—	49	—	Brooklyn City & Newtown.	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	....
30 Sep. '67	24.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.1[illegible]	....	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	....
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,310	5	100	....
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	—	4[illegible]	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	....
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	58	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton.	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	....
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44.150	19,000	11 233	12,446	2,140	—	100	....
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,170	14,707	—	100	....
30 Sep. '67	7.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,26[illegible]	—	100	....
30 Sep. '67	15.52	—	—	—	—	Westerviiet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	.....	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,514	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	106	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct. '67	7.08	....	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	48
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,367	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham.	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk.	179,635	120,500	63,300	—	40,759	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	61
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	15
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	65
31 Oct. '67	4.13	—	18	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	4.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc)	69,987	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market p c.
	$	p c	Months.	Year.	
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7		1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	33½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	68½
Chicago & Alton (preferred)	2,425,400	7	7	150
Chicago & Northwestern (pref.)	14,789,125	7	7	88
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,272,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	93
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	—	89½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	--	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	—	94½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	122
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	65½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	76½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	300,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	-------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	------	------	83
Boat Loan	267,010	6	------	------	53
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	69½
Improvement	1,601,670	6	M. & N.	1876	80
Susquah'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	49½
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	33
" (preferred)	100	1,175,000	10	72
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	9
" " (preferred)	50	2,888,988	—	20
Susquehanna and Tide Water	50	2,048,260	—	14½
Union	----	----------	---	½
Union (preferred)	50	2,787,000	—	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	43 50 @ 45 —
Pig, American, No. 1	41 — @ 43 —
Pig, American, No. 2	36 — @ 38 —
Bar, Refined, English and American	87 50 @ 90 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Sand	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ⅜ @ 3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, Med. No.'s	— 13 @ — 14
Sheet, Single, D. and T. Common	— 5 @ — 6
Rails, English (gold) per ton.	51 — @ 52 —
Rails, American (at works)	80 — @ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring. (2d and 1st qlty.)	— 10 @ — 12½
English Blister. (2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 13
American German do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured. 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 23¾

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 35 @ 6 40
German Refined (gold)	6 35 @ 6 50
English (gold)	6 35 @ 6 87½
Bar (net)	— — @ 10 50
Pipe and Sheet (net)	— — @ — 12

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26¾@ — 27
Straits (gold).	— 24 @ — —
English (gold).	— — @ — 24

	Gold.	Currency.
Plates, I.C. Charcoal. p. box.	8 25 @ 8 50	12 25 @ 12 75
Plates, I. C. Coke	7 — @ 7 62½	10 25 @ 11 50
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude. 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 16 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 21½
Refined, free, S. W.	— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 29
Refined, in bond, Standard White	— 33 @ — 32
Refined, in bond, prime White	— 30 @ — 31
Naptha, Refined, (60 @ 63 gravity)	— 14½@ — —
Residuum per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th. 17.	F. 18	Sat. 19.	M. 21.	Tu. 22.	W. 23
Atlantic M. S. S. Co.	21	----	----	----	----	----
Boston, Hartford & Erie	----	----	----	22¾	----	----
California 7s 134	----	----	----	----	----	----
Canton Co. 47	----	49¾	49½	49½	----	----
Central of N. Jersey 123½	122¾	----	123	----	122¾	----
Chicago & Alton 155½	155	----	----	----	----	----
" " pref.	----	154½	----	----	----	----
" " 1 M.	----	----	101	----	101	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	110½
Chi. & Gt. Eastern 1st m 79	79½	79	79½	79¾	----	----
Chic. & Northwest'n 89½	89½	90¾	90½	88½	89½	----
" " pref. 89½	90	91½	90¾	89	89¾	----
" " 1st M.	----	91½	----	----	91	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol. 94½	94¾	----	----	----	----	----
Chicago & Rock Isl. 103½	103½	103¾	104	103	103½	----
" "1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896. 95	95	----	----	95	95	----
C., C., C. and Ind	----	80	----	79¾	----	----
Clev. and Pittsburg 88¾	88½	87¾	88½	89	88	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	90	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo 103	103	102¾	102¾	102	102½	----
" " S. F. 7 p.c. 100½	----	----	----	----	100½	----
Clev., Painesv. & Ash.	100	----	----	99	----	----
Cumberland Coal pref. 33	35	----	34½	----	----	----
Del. & Hudson Canal 130	129	129½	129½	128¾	130	----
Del., Lack. & West.	122	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie 47½	48¾	48	47	48	48½	----
" pref. 70	70½	----	70	----	----	----
" 1 M. 7 p.c. '67	----	----	105	----	----	----
" 2 M. 7 p.c. '79	100	----	----	----	----	----
" 3 M. 7 p.c. '83 95½	----	----	95	----	----	----
" 4 M. 7 p.c. '80	----	----	----	92½	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort. 79½	80	81	----	----	----	----
Hudson River 140	140½	----	141¾	141½	----	----
" 1M. 7 p.c. '69	----	----	----	----	101	----
" 2M. S. F. 3	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	144	144	143½	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Michigan Central	----	----	----	----	118	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	113	----	----
M. S. and N. I. 85	84¾	85¾	85½	84½	----	----
" " 1M. S. F.	----	----	----	----	100¾	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul 95	95	----	96	----	95	----
" " pref. 95¾	94½	95½	95½	94½	95	----
" " 1st mort. 93	----	----	----	92	----	----
" " 2d mort.	----	----	----	----	89	----
" " 8s	102	----	102½	----	----	----
" " 7 3-10 97½	----	----	98	----	----	----
Missouri 6s 92½	92	----	----	92	92	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	65	----	----	65	----
" " 1st mort. 100	----	----	100	----	100½	----
" " 2d mort	88	88	----	87¾	87¾	----
N. Jersey R. R. & T. Co.	132½	----	----	----	----	----
New York Central 126	128¾	130½	130½	129½	127½	----
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	95½	----	95	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	124	----	----	----	----
" "'pref."	----	----	122	----	----	----
" " 1M. 7 p.c. '73	----	----	103	103	103	----
N. Y. and N. Haven 140	----	----	----	140	----	----
N. Carolina 6s ex-coup. 72¾	73	----	75½	75½	75½	----
" new	73½	74	74½	74¾	74½	----
Ohio & Miss. 29½	29¾	29½	29½	29	29	----
" " pref. 78	78	----	----	----	----	----
" " 1st m.	----	----	----	95½	----	----
Pacific Mail S.S. Co. 107¾	111	112½	110¾	108½	110	----
Panama	----	----	----	----	----	----
Phila. and Reading 93	92½	92	92¾	92½	95¾	----
Pitts. Ft. W. & Chicago 109½	110½	110	109¾	109½	109¾	----
" " 1M. 105	----	----	----	----	----	----
" " 2M.	----	----	98¾	----	98½	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co. 21	22	23	22	22½	23	----
St. L., Alton & T. H. 46	44¾	44	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	94½	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup. 69½	69½	----	69¾	70	70	----
" new 69	68¾	69	69½	69½	69½	----
Tol. Wab. & Western. 62½	62½	61½	62½	61	61	----
" Pref. 77½	76¾	76½	----	----	76½	----
" " 1M. ex.	----	92	92	----	91	----
" " 2M. 84	84	----	84	83¾	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon	----	----	53½	53½	53½	----
" new	----	----	----	53½	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th.17.	F.18	Sat.19.	M 21.	Tu.22	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104¼	----	104⅞	104⅞	105	104⅞
U. S 5s, 10-40s, reg.	----	----	104⅜	104⅜	----	----
U. S. 6s, 1881, reg.	----	----	113½	113½	----	----
U. S. 6s, 1881, cou.	114	----	----	114½	114½	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	108⅜	108⅞	108⅞	107½	----	109
U. S. 6s, 5-20s, c. '62	113⅞	113⅞	114½	114⅜	115½	115
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	109⅝
U. S. 6s, 5-20s, c. '64	110	110½	110½	110½	110½	110½
U. S. 6s, 5-20s, reg. '65.	----	----	----	109	----	----
U. S. 6s, 5-20s, c. '65	110⅞	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	108⅞	109	109	109½	109½	109
U. S. 6s, 5-20s, reg. '67	----	----	----	109	----	109⅝
U. S. 6s, 5-20s, c. '67	108⅞	109	109½	109½	109½	109½
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68	109	109½	109½	109½	109½	----
U.S. 6s, Pac. R.R. issue	100½	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	W.16.	Th 17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	----	----	----	----	----	----
" preferred	33½	33⅝	33⅝	33½	33⅝	----
Camden & Amboy	128½	128⅝	----	----	129	128
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	93	----	93	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Elmira & W'msport	30	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21½	21½	21½	21⅝	21⅞	22
" " 6s, '84	----	----	85	----	----	----
" " Gold L.	90⅝	90½	----	90½	90½	90½
" " R.R. L.	----	85	----	----	----	----
Lehigh Valley R. R.	55½	55⅝	56	55⅞	56	55⅝
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	44⅞	44⅞	45
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	70	----	----	----	----	72
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	35½	----	----	----	----	----
" " 6s	----	90	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	49	----	----	----
Pennsylvania R. R.	55½	55	55½	55½	56	56⅜
" 1st m.	100½	----	----	----	----	----
" 2d m.	98½	----	98⅝	98⅝	98⅝	----
Penn. State, 6s 1st series	105	----	----	----	104¾	----
" " 6s, 2d series	----	----	----	----	106	106½
" " 6s, 3d series	108	----	----	----	108½	----
" " 6s, W. L.	102	----	103	----	----	----
Philadelphia City, 6s	100½	----	----	100½	----	101
" " new	103	102½	103½	103½	103½	103½
Philad. Germ. & Nor.	70	----	----	----	----	----
Phila. & Reading	45½	46½	46½	45⅞	46½	46½
" " 6s, '70	105½	----	105½	----	----	----
Philadelphia & Erie	25⅝	25½	----	----	25	25⅝
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	19½	19½	----	----	19½
" " 6s '82	69⅝	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	86½	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	58	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	----	10½	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	51	----	----	----	51
Spruce & Pine, "	----	----	----	----	----	----
18th and 15th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M 21.	Tu.22
Baltimore City 6s, 1875	98⅝	----	98⅝	----	----	----
" " 1886	97	----	----	----	----	----
" " 1890	95½	96	96	----	9[illegible]	96
" " 1893	----	----	----	----	----	----
Balt. and Ohio	122⅞	123	123	123	----	----
" " b'ds '75	----	----	----	----	98	----
" " " '80	----	----	----	----	----	----
" " " '85	99½	----	----	----	----	----
Marietta & Cin. 1st m.	91½	91½	----	92	92	
" " 2d m.	76⅞	----	----	----	76⅞	76⅞
Northern Central	49½	----	----	----	49½	49½
" " b'ds, 1885	----	86	----	----	----	86
" " " 1900	86½	----	----	----	----	87½
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	16½	16½	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22	W 23
Boston and Albany	----	----	147½	148	146½	146½
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	136½	----	136½	136½
Boston and Providence	135	135	135	----	----	----
Boston, Hartford & Erie	22⅞	22½	22½	23	23½	22⅞
Cheshire, pref.	----	----	68½	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	----	120½	----	----	120
Fitchburg	132	----	132½	----	132	132
Manchester & Lawr'ce	----	----	135½	----	----	----
Michigan Central	118½	----	----	----	119	----
Northern, N. H.	----	----	----	117	----	----
Ogdens. & Lake Champ	69⅝	----	----	----	----	69⅝
" " pref.	----	----	----	----	105	105
Old Colony & Newport	----	----	98½	----	98	98½
Ph., Wil. & Baltimore	54⅝	54⅝	54⅝	----	54½	54½
Portl'd, Saco & Ports.	102½	----	----	----	102½	----
Vermont & Canada	102½	----	102½	102½	----	----
Vermont & Mass.	60⅝	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99½	----	99½	99⅝
Metropolitan "	64½	----	65	----	----	65½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	18⅝	----	----	----	19	----
Franklin "	----	----	----	----	15	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	8	----	----	7⅞
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Sept. 4 and 11:

	Closing Prices. Sept. 11.	Sept. 4.
United States, 5-20s, 6 per cent 1882	71½@ 72	71½@ 77
Do. do. 6 do. 1884	— @ —	69 @ 71
Do. do. 6 do. 1885	70⅝@ 70⅝	70½@ 70½
Do. do. 6 do. 1868	75 @ 80	75 @ 80
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	33 @ 35	33 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	58 @ 62	60 @ 65
Do., consolid. mort. bonds, 1890	38 @ 39	37½@ 38½
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	30 @ 31	30½@ 31
Do., $100 shares (all paid)	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., 7 p. c., 1875	78 @ 80	91 @ 92
Marietta & Cin. R. R. bonds, 7 p. c.	70 @ 72	70 @ 72
Panama R. R. 2d mort., 1882, 7 p. c.	— @ —	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	96 @100	96 @100

American Railroad Journal.

Saturday, September 26, 1868.

Stock Exchange and Money Market.

Money has been in very full supply, all through the week, and rates have been quoted quite easy for responsible borrowers at 3@5 per cent. on call, and 6½@7½ per cent. per annum in the discount form, as the governing figures. The speculative demand has been less urgent, both from the dealers in the public funds, and from the Stock and Gold Exchange firms. There has been fair average inquiry for accommodation on mercantile credits, which has been responded to with uniform promptness. The outflow of currency to the interior has been very moderate for the season, while we have heard of a few important receipts of legal tender from the interior, including, on one day, a sum of $200,000 in greenbacks by a prominent Government house. The U. S. Sub-Treasury has added two millions of dollars to its cash reserves, during the week, closing with an available balance of about 92¼ millions. The city banks have made an addition of $343,363 to their legal tender hoard, while they have reported a loss of $1,485,200 in specie, and $2,664,487 in their deposit line. They reduced their loan averages nearly a million, and slightly contracted their circulation. The city banks now hold a legal tender reserve of $63,772,700, against $74,051,548 on the 8th of August. Their specie hoard is now down to $14,765,742, against $24,784,427 on the 8th ult. Their deposits amount to $202,824,583, against $231,716,942 six weeks since. The loans of the banks are $271,252,096, against $284,147,708 August 8th. Their circulation is now $34,044,693, against $34,074,374 on the 8th of August.

The specie reserve of the city banks is now $14,665,742, against $8,617,498 same time last year. The city bank deposits are now $202,824,583, against $185,603,937 week ending Sept. 21, 1867. The legal tender reserve amounts to $63,772,700, against $57,709,385 same time last year. The circulation now stands at $34,044,693, against $34,056,442 same time last year. The loans are now $271,252,096, against $254,794,067 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $86,412,000 a day, against a daily average of $82,198,500 the preceding week, and $78,339,350 the week ending with Sept. 3, 1868. The current week's exchanges average about $95,000,000 a day. The city banks, last week, lost $1,485,200 of specie, and $2,664,487 of deposits, while they gained $343,363 of legal tender notes. They reduced their loans, $803,594; and their circulation, $92,233.

The New York Gold Exchange Bank reports for the week ending Saturday, the 19th day of Sept., 1868, the average amount of loans and discounts as $1,340,739; average amount of specie, $386,802; average amount of deposits, $1,119,717.

The Philadelphia Bank movement the past week shows a decrease in loans of $26,030; a decrease of $11,846 in specie; a decrease in legal tenders of $453,533; a decrease of $700,441 in deposits; and an increase of $6,857 in circulation. The Bank Clearings show an increase of $914,597 and the balances, an increase of $10,114.

The outstanding amount of coin certificates on the 1st of Sept., was $25,161,620, against $22,414,000 on the 1st of Aug., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $321,000, and retired $2,710,584 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached $9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 19, were $9,347,483, including $2,832,584 from customs duties; payments, $7,319,185, including $328,388 of coin interest; balance at the close of the week, $91,330,486, against $89,302,188, at the close of the preceding week, showing an increase of $2,028,298. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,141,463 including $495,000 from customs; and payments, $3,077,064, including $49,336 of coin interest; on Tuesday, receipts, $1,009,879 including $641,000 from customs, and payments, $1,113,276, including $28,000 of coin interest. The balance at the close of business on Tuesday stood at $92,291,486, against $90,261,836, a week previous; and $87,896,063, on Sept. 9, 1868. The aggregate receipts of the office from all sources in August, were $81,253,235; aggregate pay-

ments, $78,880,968. The balance on the 1st inst. was about 7¼ millions more than on the 1st ult., which amounted to $80,133,186.

National Bank notes to the amount of $91,500 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,790,376, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,941,349, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,849,027. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,921,700; and for the public deposits, $38,052,350—making a total of $379,974,050. The Treasury Department last week redeemed and destroyed $483,000 of worn and mutilated fractional currency, and issued $535,613 of new. The outstanding amount of fractional currency on the 1st of September was $31,802,218, against $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been up to a fair average, since our last, in both forms of excise and customs. The excises, last week, yielded some 4½ millions; customs at the port of New York, $2,832,584, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $10,184,700 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $45,500,000.

The Gold market has been much less confidently dealt in, since our last, and the price has receded from 144⅞ as the highest rate to 142½ as the lowest figures of the week. The offerings of Gold have been on a more liberal scale than the requirements of purchasers either on speculative account or for legitimate purposes; and the tendency of the premium has been downward. The export demand has been limited. The customs inquiry has been the main reliance of the market, for the absorption of the floating supply. It took an average of nearly half a million a day, last week, and this drain was enlarged to nearly $600,000 a day, through the first half of the current week. The available stock of Gold under the control of the Treasury Department at the close of last week was estimated at 75½ millions, against 71¾ millions the preceding week. The specie movement of the whole country in the fiscal year ending with June 30, 1868, has been officially given thus:

Exported from New York	$76,309,886
From Pacific and other outports	17,389,762
Total twelve months	$93,699,648
Less foreign specie received	13,535,083
Net outgo of specie, 12 months	$80,164,565

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,855,645, against $2,417,026 same time last year. The customs demand for Gold last week, averaged $472,097 a day; thus far, this week, it has been equal to $568,000 a day, or equal to a weekly aggregate of $3,408,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $106,728 and from California, $731,452 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $87,060,193, against $91,669,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $31,239,632, against $22,605,470 in 1867, showing an increase thus far in 1868, of $8,634,162. The exports of specie, from this port, last week, were $646,890, against $179,222 same week last year; total, since Jan. 1, 1868, $65,998,946, against $41,494,472 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $328,388; since Jan. 1, 1868, $63,171,733, against $43,172,765. The specie exports from San Francisco, from Jan. 1, to Sept. 2, 1868, were $26,987,496, against $29,527,324 same time last year.

Government received $5,381,120 from customs at the port of San Francisco, from Jan. 1, to Aug. 22, against $4,890,948 same time in the preceding year.

The foreign exchange market has been dull and weak, most of the time that has elapsed since our last review, but toward the close, there was some revival of firmness in values on lighter offerings of prime bills, unaccompanied, however, by any notable improvement in the demand. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108¾, and on Paris to 5.22½c.@5.18¾; sight bills on London to 108⅞@109⅛, and on Paris to 5.17½c.@5.16¼. The offering of produce bills has been comparatively light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,599,006, against $3,425,523, same week last year; total, since Jan. 1, 1868, $120,294,772, against $133,572,340 in 1867.

Government securities have been in good investment demand on home and foreign account, since our last, and improved in price. The inquiry has been mainly from home investment buyers, who are withdrawing considerable amounts of the funded obligations, particularly of the later. Five-twenty six per cent. coin bearing bonds from the open market, thus perceptibly diminishing the floating supply. The foreign orders are running mostly in the Five-twenties of 1862 and 1867, the latter being daily more and more sought after for shipment. Little, if any speculation business is in progress at present. The 1862 Five-twenties sold as high as 115¼@115⅜ on Tuesday, under purchases to cover outstanding contracts for forward delivery, but receced ⅜@½ per cent. from these figures on Wednesday, under a less urgent call for the bonds. The general market closed with less buoyancy, the demand on Wednesday having been on a restricted scale for nearly all issues of the funded obligations.

U. S. sixes of 1881 closed here on Wednesday at 114⅛@114⅜; U. S. Five-twenties of 1862, 114½@114¾; U.S. Five twenties of 1864 at 108⅛@110¼; U. S. Five-twenties of 1865 at 111⅛@111¼; U. S. Five-twenties of 1865, consolidated, 109@109⅛; U. S. Five-twenties of 1867, 109@109⅛; U. S. Five-twenties of 1868, 109@109⅜; U. S. Ten-forties at 104¾@105; U. S. Six per cent. currency bonds, 100@100½. The brokers are buying the outstanding October 1865 compound interest notes at 118¾@119.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 9.	Sept. 16.	Sept. 23.
Consols	94⅛	94⅛	94¼
U. S. 5-20's of 1862	72	72¼	73⅛
Erie	30½	30¼	32
Ill. Central	91	91	91½

The railway and miscellaneous share speculation opened quite spiritedly at rapidly advancing prices; but the later dealings were on a less confident basis and the general market closed weak and feverish the investment inquiry having fallen off considerably.

General business has been on a rather more active scale, in both the produce and merchandise lines. Breadstuffs and Provisions have been quoted lower. Cotton has been quite variable, but closed weak and drooping. Middling upland cotton was dull and heavy on Wednesday at 26 cents per lb. The stock of cotton now here is estimated at about 12,500 bales. The receipts at the port this week, have averaged about 1,525 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 36,500 bales, against 18,500 bales same time last year; exports, same time 6,500 bales, against 8,450 bales same time last year; stock on hand at latest dates, 52,500 bales, against 77,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales At the Live Stock market, this week, Beeves have been fairly active at from 11@17c. per lb.; week's receipts, 6,920. Veal calves in moderate demand at from 7½@12c. per lb.; receipts, 1,470. Sheep and lambs in more request at from 4¾@7⅛c., and 8@9c., respectively, per lb.; receipts, 37,878. Swine less active at from 9½@10¾c. per lb., all live weight; receipts, 17,716. Foreign merchandise has been generally firm in price. Groceries have been more freely dealt in, sugars have advanced. Dry Goods have been fairly active; dress fabrics have been selling advantageously. The total imports of foreign dry goods, last week, were $2,298,940, and the total amount marketed $2,609,247. The value of foreign merchandise imported last week, was $3,314,235—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,613,175, against $4,726,415 same week last year; from Jan. 1, 1868, $185,085,419, against $196,510,493 same time in 1867. The freight market has been quoted much firmer, on a moderately active business. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer, per bbl.; grain at 6½s. 7d. by sail, and 7½@7¾d. by steamer, per bushel; cotton at $\frac{5}{32}$d. by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods at 15s.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 557.

The New York exports, exclusive of specie, for the week ending Sept. 22, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,425,523	$2,599,006
Prev. reported	130,146,817	117,695,766
Since January 1	$133,572,340	$120,294,772

The imports for the week ending September 19, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,846,197	$2,298,940
Gen. merchandise	2,880,218	3,314,235
Total for the week	$4,726,415	$5,613,175
Previously reported	181,169,890	177,182,348
Since January 1	$185,896,305	$182,795,523

The balance in the Sub-Treasury on Wednesday was $92,699,872 30.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Col., Chi. and Ind. Cent. 1st mort., 80¼; Toledo, Peoria and Warsaw 1st mort., E. D., 86; do., W. D., 84¾; Chicago and Milwaukee 1st mort., 90; New York and N. Haven 6s, 96½; Chicago and Gt. Eastern R. R., 40; Stonington R. R., 83; Dubuque and Sioux City pref., 93; Hannibal and St. Joseph pref., 89½; Georgia 7s, 91; do., 6s, 81; N. Y. State 7s, Bounty Loan, reg., 108¼; Adams' Express Co., 52½; Wells-Fargo Exp., 31¼; American Exp., 51; Merchants' Union Exp., 24½; U. S. Exp., 50; Mariposa pref., 11⅝; Boston Water Power Co., 15⅛; Western Union Telegraph, 34¼; do., 7s, 88; Am. Ex. Bank, 121½; Central National Bank, 109; Shoe and Leather Bank, 120; Fourth National Bank, 105; Bank of Commerce, 124; Park Bank, 150; Tenth National Bank, 99; Phœnix Bank, 107½; Ocean Bank, 108; Continental Bank, 102; Hanover Bank, 115; Consolidated Gregory, 4.40; Corydon, 0.11; Grass Valley, 0.40; Montana, 0.58; New York, 1.06; Quartz Hill, 1.05; Rocky Mt., 0.10; Rutland Marble, 17.00; Rynd Farm Oil, 0.25; Smith and Parmalee, 5.00; Wallkill Lead, 0.06.

Philadelphia.—Connecting R. R. bonds, 85; Phila. and Erie 7s, 80; West Jersey R.R. 6s, 92¼; West Pennsylvania R. R. 6s, 82¾; Belvidere Delaware 3d mort., 80; Tenth and Eleventh streets R. R., 71; Pennsylvania State coupon 5s, 1870, 98½; New Jersey 6s, 103½; Alleghany comp. 5s, 74½; Morris Canal Boat Loan, 83; N. Y. and Middle, 3⅜; Ocean Oil, ⅝; Commercial Bank, 61; Mechanics Bank, 32½; Consolidation Bank, 44½; Western Bank, 92; Farmers' and Mechanics' Bank, 130⅞; Girard Bank, 62. The latest quotations are: City 6s, 101@101¼; do., free of tax, 103@103; State 5s, reg., 100@101; do., coupon, 98¼@100; do., 6s, W. L., 102½@102¾; do., 1st series, 104¾@105¼; do., 2d series, 106@106½; do., 3d series, 108¼@109; Reading, 47½@47⅝; do., 6s, 1870, 105@105¼; do., bonds, 91¾@92; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 96¾@97; do., 1883, 88½@89; Penn. R. R., 56⅜@56½; do., 1st mort., 100½@100¾; do., 2d mort., 98½@98¾; Little Schuylkill R. R., 44¾@45; Morris Canal, 30@34; do., pref., 71@73; do., bonds, 87@90; Wyoming Valley Canal, 30@35; do., 6s, 80@81; Susquehanna Canal, 14⅜@14½; do., 6s, 57¼@59; Sch. Nav., 10@11; do., pref., 21@20¼; do., 6s, 1882, 69@70; Delaware Div. Canal, 45@50; do., bonds, 80@—; Elmira and Williamsport, 30@30½; do., pref., 41@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 22⅞@23; do., R. R., Loan, 84@85; do., Gold Loan, 90¼@90½; North Pennsylvania, 35½@36; do., 6s, 90@90⅝; Philadelphia and Erie, 25¾@26; do., 6s, 91⅛@92; Minehill, 57½@57½; Catawissa, 9@10½; do., pref., 33¾@33⅞; Lehigh Valley, 55½@55¾; do., bonds, 97@99; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 51@52; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 46@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25½@26½; Tenth and Eleventh, 70@73; Union, 41@43 Hestonville, 10@10½.

Boston.—Vermont Central 1st mort. 7s, consol., 80; Burlington and Missouri River R. R. 7s, 1893, 92; Ogdensburg and Lake Champlain Equipment 8s, 1878, 103; Union Pacific 6s, gold, 99½; Old Colony and Newport 6s, 96½; Boston, Hartford and Erie 7s, new, 61¾; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 96¼; Salem and Lowell R. R. 6s, 1878, 89¾; Vermont Central and Vermont and Canada 8s, 103½; Summit Branch R. R., 25; Indianapolis and Cincinnati R. R., 26; Cary Imp. Co., 10⅛; Boston Water Power Co., 15¼; Ophir (N. S.) gold, 95c.; Short Mt. Coal, 15; New Hampshire 6s, 1870, 100; Massachusetts 5s, 1894, gold, 115¾; do., 1883, 114¾; do., 6s, 1875, 125; St. Louis 6s, 1898, 88½; do., 1887, 84¼; Chicago 7s, River Imp., 99⅜; do., sewerage, 99¾; Cincinnati 7 3-10s, 1888, 103⅜; Augusta 6s, 1887, 97; St. Joseph, Mo., 10s, 1879-'80, 97½; Portland 6s, 1885, 94¾; do., Building Loan, 100; Boston 6s, 1876, currency, 102; do., 5s, 1876, gold, 114; do., 1878, 113⅞; do., 1886, 113; Bath 6s, 1870, 96¼; do.. 1891, 90¾; City National Bank, 103¾; Eliot National Bank, 114¾; Everett National Bank, 109⅞; Hamilton National Bank, 127½; Hide and Leather National Bank, 94½; Merchants' National Bank, 125½; North National Bank, 119½; National Bank of North America, 109, National Bank of Redemption, 125; National Bank of Commerce, 130; New England National Bank, 135¼; Old Boston National Bank, 74¾; Pawners' National Bank, 103⅞; State National Bank, 108¾; Suffolk National Bank, 123⅛; Traders' National Bank, 104¼; Webster National Bank, 118; Allouez Mining Co., 6½; Calumet, 58; Hecla, 88; Humboldt, 57½c.; Petherick, 1; Phœnix, 7½; Pontiac, 37½c.; Seneca, 6; St. Clair, 75c.; South Side, 62½c.; Tremont, 45c.

Baltimore.—Wilmington and Weldon 7s, gold, endorsed by N. C., 91; Virginia and Tennessee R. R. bonds, 65; Central Ohio 1st mort., 85½; Parkersburg R. R., 25½; Virginia 6s, old, 47¼; Maryland Defence Loan, 102; Balt. and Cuba S. & M. Co., 48; Third National Bank, 106½; Bank of Commerce, 26½; Howard Bank, 11¼; Bank of Baltimore, 117; Union Bank, 59¼; Farmers' and Merchants' Bank, 49; Mechanics' Bank, 11⅜; Farmers' and Panters' Bank, 32; Franklin Bank, 14⅝. The latest quotations are: Balt. and Ohio, 122½@123; do., 6s, 1875, 98@98; do., 1880, 97½@98½; do., 1885, 99@100; Northern Central, 49¼@49½; do., bonds, 1885, 86@86; do., 1900, 87@89; Parkersburg Branch, 25¼@25¾; N.W. Va., 1st mort., 95@—; do., 2d mort., 92½@—; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 76¾@77; Central Ohio, 35@35; do., 1st mort., 85½@86; Western Md. 6s, 1890, 82@84; do., guar., 92@94; do., 2d mort., guar., 92@—; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98¼@98½; do., 1886, 96½@97; do., 1890, 96@96¼; do., 1893, 96@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18¼@18½; George's Creek, 50@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

☞ COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILROAD COMPANY SINKING FUND FIRST MORTGAGE 40 YEARS 7 PER CENT. COUPON BONDS. INTEREST PAYABLE APRIL AND OCTOBER, IN THE CITY OF NEW YORK.

The road is about 600 miles in length, with unsurpassed connections, passes through the most populous and richest agricultural sections of the States of Ohio, Indiana and Illinois, and its traffic receipts, it is believed, will prove ample in any contingency, not only to provide for the prompt payment of its interest and other liabilities, but also for satisfactory dividend to its stockholders.

The bonds can be registered at the office of the company in New York.

Parties desiring to invest in these bonds can obtain the same, together with any further information that may be desired, on application to the undersigned.

WM. R. FOSDICK,
At St. Nicholas National Bank, No. 7 Wall st.
U. A. MURDOCK,
At Continental National Bank, No. 7 Nassau st.
JNO. A. ISELIN & Co.,
No. 66 Wall st.

☞ PRINCIPAL AND INTEREST IN GOLD. THE FIRST MORTGAGE FIFTY YEAR SEVEN PER CENT. SINKING FUND COUPON BONDS of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 95 per cent. and accrued interest in currency.

At the present price of gold the bonds pay an income of over ten per cent.; and, in the estimation of the Company, they are the cheapest first-class security offered in the market.

Pamphlets giving further information may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

☞ CENTRAL PACIFIC RAILROAD SIX PER CENT. THIRTY-YEAR GOLD BONDS.—A limited quantity of these bonds will be disposed of at 108 and accrued interest from July 1, in currency. The road will be completed within twelve months, and is now earning, above operating expenses, more than double its current interest liabilities. Principal and interest payable in United States gold coin. Government securities received at market rates in exchange.

FISK & HATCH,
Bankers and Dealers in Government Securities, No. 5 Nassau-st., New York.

☞ A temporary organization of the Louisville, Harrodsburg and Virginia Railroad has been made with S. B. Buckner as President, and W. B. Hoke Secretary and Treasurer. Subscription books have been opened at Louisville and other points on the route as far as Harrodsburg, and H. M. Patton, a competent engineer of Virginia, is on the route making a reconnoisance from Harrodsburg on a direct line to Wythville, in Virginia.

The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 918.

The Freedom Iron and Steel Works, at Lewiston, Pa., were the fourth Bessemer works started in this country, and are now producing steel forgings and ingots for rails. The Bessemer plant consists of a pair of five ton converters and apparatus, on the English plan, and mostly built in England. The blowing engine is vertical, and was built by Messrs. I. P. Morris & Towne, in Philadelphia. The iron is melted in cupolas. The works are equal in quality to the best in England. A very heavy plate mill, driven by a Ramsbottom reversing engine, is completed, and a rail mill and a crucible steel works are in progress. A tyre mill and eight hammers of different sizes are in operation. The iron tyres and other products of the Freedom Iron Works are well known. The company also runs four charcoal blast furnaces, and owns some forty-five thousand acres of woodland, and extensive mines of ore, much of which is suitable for Bessemer pig.

The Cleveland Rolling Mill Company's Bessemer Works, at Newburgh, six miles from Cleveland, Ohio, are nearly completed, and will be running within a month. They are connected with the company's present furnaces and rolling mills, and are situated between the lines of the Atlantic and Great Western and the Cleveland and Pittsburg Railways. On both these lines, within sixty miles, are large deposits of bituminous coal, of various qualities. Cleveland is the principal outlet of the iron and ores of the Lake Superior region, most of which are well adapted to Bessemerising. The best raw coal and coke irons in this country, are made within a circuit of seventy-five miles from the works. Railway supplies for the West and Northwest, and lake and manufacturing machinery, are already furnished largely by the various iron works in the region, and there are few, if any, better points for the manufacture and supply of steel rails and products.

The arrangement of the Bessemer works is substantially the same as that of the Pennsylvania Steel Works, but has been somewhat modified by Mr. H. Gmelin, the engineer in charge of construction. The converting house is one hundred and twenty-four feet by seventy-five feet; the engine house, eighty-three by thirty-four feet; the boiler-house, eighty by fifty-six feet; and the melting-house, one hundred and twenty-four by fifty-eight feet. They are all of brick, with iron and slate roofs. The converters are wrought iron, of five tons capacity. The ingot cranes have no top supports. Two have twenty-two feet jibs, and one has a seventeen foot jib. The ladle crane is turned, and the ladle is moved radially, and rotated by hand-gearing. The blowing engine, horizontal and non-condensing, has two thirty-six inch steam cylinders, and two fifty inch air cylinders, five feet stroke, and a twenty feet fly wheel, of twenty-five tons weight. The water pressure engine has two fourteen inch steam cylinders, and four four-inch water cylinders, and discharges into an accumulator. The boilers, eight in number, are twenty-six feet long, by four feet in diameter, with two return flues. The stack is one hundred and twenty feet high, and twenty-five feet square at the foundation. The machinery foundations are very substantial, being built of large stone found near the works. All the machinery, except one converter, was built by the Cuyahoga Steam Furnace Company, in Cleveland.

The lower floor of the melting house is used for drying-rooms for ladles, &c., and the mixture and storage of fire materials. The second floor is of iron girders and brick arches, and sustains two six-ton reverbatory melting-furnaces, and two similar small furnaces for the recarburiser, and has room for two more large furnaces and four cupolas.

The adjoining rail-mill contains a three-high twenty-one inch train, driven by a forty-inch four feet horizontal engine, with a twenty-four feet fly-wheel, weighing forty tons. The two blast furnaces are forty-eight feet high, and twelve feet at the boshes. They work Lake Superior ore by the celebrated Briar Hill coal, into pig suitable for steel making. The Bessemer works are under the superintendence of Mr. John C. Thompson, late Assistant Superintendent of the Troy works.

The Wyandotte Steel Works, owned by E. B. Ward, and connected with his extensive iron works, were the first Bessemer works started in this country. The experimental machinery has been replaced by a permanent plant, which is not yet in full operation.

The National Iron Armor Company, at Chester, Pa., have built a Bessemer building and rolling mill—well constructed buildings of brick and iron, and well located on tide water and railway. Their machinery is being constructed by Messrs. Reaney, Son & Co., at Chester.

The Cambria Iron Company, are adding a Bessemer plant substantially like that of the Pennsylvania Steel Company, to their works at Johnstown, Pa., already the largest iron works in America. The Bessemer department will be under the management of Mr. R. W. Hunt, and the plant will be built (the machinery mostly at the company's works,) by Mr. Goerge Fritz, chief engineer of the company, which guarantees their success.

CONCLUSIONS.

The vast importance of the Bessemer manufacture, its success all over the world, the rapidity of its development, and the revolution it has created in the great practical problem of the age—cheap iron—render it the most remarkable, if not the most splendid achievement of modern times. The capital invested is estimated by tens of millions, and the saving to railway companies and to the uses of machinery, by hundreds of millions—and yet it is but twelve years since Mr. Bessemer took out his principal patent. Nearly a century had elapsed since any great stride had been made in the production and alloying of iron, and the time was ripe for the Bessemer process. But the Bessemer process, the locomotive, the sewing machine and all inventions that ameliorate the condition of the race, have not repressed cognate enterprises, nor lowered the condition and pay of labor. Every branch of human industry has been stimulated by them, and even the "pauper labor of Europe" is beginning to feel their elevating influence.

Now that the Bessemer process is an established success in this country, its rapid developments, and, in American hands, its rapid improvement, are assured. But its first introduction, with all the embarrassments of unused materials and labor, was not an easy task, nor one likely to be overtaken by men of narrow views. Capital is ready enough to take hold of an established business, and to stand back when heavy risks and patient experiment are required. The enterprises that set the world ahead are conducted upon higher and more humane principles than mere greed; and something more is due from the public to their projectors than the mere pecuniary compensation they sometimes earn. It is a matter of general satisfaction that Mr. Bessemer's labors have been nobly rewarded in money and in honor. We believe that similar recognition awaits, in this country, the pioneers of the great enterprise we have described, and that it will be gladly awarded to our distingnished townsman, to whom more, perhaps, than to any other person, we owe the Monitor fleet and the establishment here of the Bessemer process.

☞ The contract for building the Cairo, Mound City and Vincennes Railroad has been let to Messrs. Lloyd, Morris, Dodds and Stein.

☞ Work has been commenced on the railroad between Waterloo and Magog. The intention is to grade the road to Stukely Mills this fall.

Journal of Railroad Law.

LIABILITY OF RAILROAD FOR NEGLIGENCE OF ENGINEER—CONDUCTOR OF PRIVATE FREIGHT CARS—WHEN A PERSON, DETAILED FOR SPECIAL SERVICE, CEASES TO BE SUCH AND BECOMES A PASSENGER.

The case of Myers *vs.* Cumberland Valley R. R. Co., [55 Penn. st. 288], was an action on the case brought by Nicholas A. Myers, against the Cumberland Valley Railroad Company, for injury received by the plaintiff, as he alleged, by the negligence of the defendants' agents.

The plaintiff was the conductor on the freight train of Henderson and Myers, and on the 4th of February, 1860, the defendants were, by their engine, drawing these cars. Immediately behind Henderson's were cars belonging to Mr. Bryson, which were to be delivered at his switch at Mechanicsburg. There was evidence that at the request of the company's conductor of the train, Myers consented to cut Bryson's cars loose at Mechanicsburg. When the train came to the place where the cars were usually cut loose, the engineer slackened the speed, and Myers, on a signal from Bryson's conductor, who was on the hinder part of Bryson's cars, drew the bolt which coupled the cars, and gave a signal to the engineer, who moved on. Myers was thrown off, and Bryson's cars, coming up of their own speed, ran over and injured him. There was evidence also that the engineer "jerked suddenly, more so than usual," that the engineer "was more reckless than other engineers," that he did not answer Myers' signal which is usually done on other roads; but seldom on the defendants' road.

The decision of the court was delivered by

AGNEW, J.—The question now presented is not the same as it was when this case was here before. The error which the court below then fell into was in instructing the jury in substance that the plaintiff could recover: notwithstanding his own fault, want of skill or awkwardness, and notwithstanding there was no negligence or unskilfulness on the part of the engineer, if the mode of detaching the cars was unnecessary and a useless exposure of person. But on the second trial the judge avoided these objections and answered all of the defendants' points in the affirmative without qualification; excepting the last point, which was qualified by instructing the jury that if the injury was not caused by the drawing of the bolt, but by the negligence or misconduct of the engineer in increasing the motion of the cars with a violent, unnecessary and unusual jerk, such as the plaintiff could not have anticipated, and if this occurred after Myers had resumed his proper position on the platform of his car, the plaintiff might recover. We discover no error in this qualification. Myers was requested by the conductor of the train to cut loose Bryson's cars at his station, by drawing the coupling bolt. The engineer slackened the speed of the train; and after drawing the bolt, Myers stepped to the side of the car with it in his hand, and held it out, showing it to the engineer, to let him see that the cars had been cut off. The engineer who was proven to be a quick, impulsive and somewhat reckless man, suddenly let on steam, started the train with a violent jerk into quick motion, which threw Myers off upon the track, where he was overtaken and badly injured by the cars following up their own speed. Clearly it was a question of

fact for the jury to decide whether Myers at this time had fully accomplished the special duty he had undertaken to perform, and had resumed his position upon the platform of his own car, and whether being in this position his being thrown off and injured was caused by the negligent act or misconduct of the engineer. Assuming according to the former opinion that Myers took upon himself the risk of the act he undertook to perform, there is nothing in this case demanding him to be held to very strict presumptions. He did an act of mere accommodation at the request of the conductor without hire or reward, and as soon as he had performed it and resumed his proper position as a passenger on the train he became entitled to the protection which such a relation gave him, and a jury would not be called on to discriminate against him with an unfriendly eye. If satisfied upon the evidence that the injury was caused by the misconduct of the engineer after he had substantially performed the duty and resumed his position, the railroad company, and not he, should suffer for the mismanagement of the train by their own employees.

The judgment is affirmed.

Louisville and Frankfort & Lexington and Frankfort Railroads.

We give elsewhere a detailed statement of the earnings and expenditures of these roads for the fiscal years ending June 30, 1867 and 1868. The following is a recapitulation:

	1866–'67.	1867–'68.
Earnings	$510,619 02	$493,218 93
Expenses	357,101 90	335,971 87
Net	$153,217 12	$157,247 06

The aggregate earnings and cash receipts for the two years under review have been $1,003,537 95; and the expenses, $693,073 77—leaving as the aggregate net earnings of both roads for the years named, $310,464 18. Deducting from the expenses the sum of $55,184 80 (being decrease in amount of material used from the stock of supplies on hand,) will leave the actual cash expenditures, $637,888 97, and the actual net cash receipts, $365,648 98. These have been disposed of as follows:

Paid Louisville & Frankfort R. R. Co.	$122,313 77
Paid Lexington & Frankfort R.R. Co.	52,690 80
Paid Cincinnati Branch Fund	190,644 41
Total, as above	$365,648 98

The receipts of the Louisville and Frankfort R. R. Co. from all sources for the year ending June 30, 1868, were:

Received from the L., C. & L. R.R., in part net earnings	$103,838 73
Bills receivable—amount received on account	4,486 35
Cash on hand in N. Y. July 1, 1867	2,842 00
Cash on hand July 1, 1867	3,281 91
	$114,448 99

Expenditures, viz:

Preferred joint stock dividends No. 2 and 3	$66,405 00
Interest account	17,551 66
General expense account	2,094 55
Taxes—Municipal, State & National.	6,965 29
Redemption of bonds	12,000 00
Cash in New York	2,699 50
Cash dividends paid	2,891 45
Cash on hand	2,819 78
Bills receivable—charged off	1,021 76
	$114,448 99

The financial condition of the company June 30, 1868, was as follows:

Capital stock	$1,109,594 40
Railroad bonds, due 1869–'78	108,000 00
City of Louisville bonds, due in '81.	100,000 00
Loan from State of Kentucky for right of way on perpetual credit at 6 per cent	74,519 50
Cash dividends unclaimed	4,538 21
Profit and loss	185,179 59
	$1,581,831 70
Construction	$1,532,644 99
Real estate	33,235 10
Bills receivable	1,932 33
Stock in other companies	8,500 00
Cash in New York	2,699 50
Cash on hand	2,819 78
	$1,581,831 70

The receipts of the Lexington and Frankfort R. R. Co. from all sources for the year ending June 30, 1868, were:

Received from L., C. & L. R.R. in part net earnings	$45,700 00
Sale of 13 bonds L. & F. R. R. Co	13,000 00
Rents, etc	136 38
Cash on hand, July 1, 1867	7,186 02
	$66,022 40

Expenditures, viz:

Railroad bonds due in 1869 redeemed.	$19,000 00
Interest	2,182 00
Insurance and tax	1,715 31
Government tax on dividends, etc.	2,528 30
Contractors bond	50 00
Cash dividends paid	312 71
Joint stock dividends paid	30,878 76
General expenses	217 04
Cash on hand, July 1, 1868	9,140 28
	$66,022 40

The financial condition of the company Jnne 30, 1868, was as follows:

Capital stock	$514,646 42
Railroad bonds due 1869–'74	44,000 00
Cash dividends unpaid	1,477 22
Joint stock dividends unpaid	1,732 14
Renewal and contingent fund	35,296 72
Stock profits	66,242 94
Sinking fund	10,000 00
Profit and loss	8,266 97
	$681,662 41
Construction	$654,265 37
Bills receivable	1,266 44
Bonds receivable	4,000 00
Stock in other companies	1,500 00
Preferred joint stock	1,732 14
Real estate	9,255 30
E. D. Sayre, Treasurer	602 88
Cash on hand	9,140 28
	$681,662 41

Vermont and Massachusetts Railroad.

As a special meeting of this company on the 19th inst., a resolution was passed authorizing the directors to accept a lease or transfer, for a limited time, or perpetually, from the Turner's Falls Branch Railroad Company of all their property, rights and franchises under acts of the Commonwealth of Massachusetts of 1866, chapter 41, and acts of 1868, chapter 33, on such terms and under such arrangements as they may see fit to make. And in case such transfer is made, the directors are authorized to locate and build a railroad under the same, as soon as they shall be of opinion that the public interests and convenience shall require it. And they are further authorized for the purpose of locating and constructing the road, to use the income of the company, or to borrow money therefor.

☞ NORTH MISSOURI RAILROAD FIRST MORTGAGE 30 YEARS 7 PER CENT. BONDS, INTEREST PAYABLE JANUARY AND JULY, AT THE NATIONAL BANK OF COMMERCE IN NEW YORK.

The road is completed and in operation from ST. LOUIS to BRUNSWICK, on the Missouri River, and to ATLANTA, in Northeast Missouri, 242 MILES.

The entire length of road, which will be completed in NOVEMBER OF THIS YEAR, 382½ MILES.

Amount in actual cash expended in construction to date, $11,340,000.

The only lien upon the Road is this First Mortgage of Six Millions, and which is LESS THAN $16,000 PER MILE.

This road connects with the Union Pacific at Kansas City, already completed westward 350 miles, and with the Iowa Central and the Cedar Rapids Railroads in Iowa, forming by the Iowa Central a direct connection with St. Paul, and by the latter with Dubuque. It runs through the choicest agricultural and coal lands in the State of Missouri, and by its Iowa connections will have the finest and most populous portions of Iowa and Minnesota tributaries to it. The road now completed is constructed in the most substantial manner.

We recommend the above loan as an undoubted security and are authorized to offer a limited amount of the Bonds at 83½ and accrued interest, For the character of the security we refer by permission to

R. LENOX KENNEDY, New York.

Messrs. E. D. MORGAN & CO., New York.

H. F. VAIL, Esq., Cashier, National Bank of Commerce.

JAMES LOW, Esq., New York.

J. H. BRITTON, Pres't National Bank of the State of Missouri, St. Louis.

J. R. LIONBERGER, Pres't Third National Bank, St. Louis.

JOHN J. ROE, Esq., Pres't State Savings Institution, St. Louis.

JAMESON, SMITH & COTTING,
16 WALL ST., NEW YORK.

Kansas and Neosho Valley Railroad.

The capital stock of this company has been increased $5,000,000, and the President is authorized to issue mortgage bonds upon the road to that amount. The following directors have been elected for the ensuing year: Nathaniel Thayer, H. H. Hunnewell, Sidney Bartlett, W. B. Weld, and J. H. Burnham, of Boston; James F. Joy, of Detroit; K. Coates, of Kansas City; J. T. Burris, of Glathe; W. R. Wagstaff and B. F. Simpson, of Paola; Benjamin McDonald of Fort Scott.

Taxes and Valuation of Portland.

The Assessors of Portland, Me., have made up the tax list for 1868. The valuation is $28,565,522; real estate, $16,186,900; personal estate, $12,378,622. The rate of taxation is $2 50 per hundred. Number of polls, 7,737. The valuation of 1867 was $28,313,845; real estate, $14,951,500; personal estate, $13,362,345. The rate of taxation was $2 45 per hundred. Number of of polls, 7,288.

Atlantic and St. Lawrence Railroad.

The city council of Portland, at their regular monthly meeting on the 17th inst., voted to redeem certain Atlantic and St. Lawrence Railroad bonds by issuing new bonds for the purpose, the road guaranteeing the city against loss of discount and other expenses.

The road is not able to pay the sum that will be due at an early day. The bonds to be redeemed are those authorized by the acts of Aug. 1, 1848, and July 15, 1850. The act of March 3, 1868, authorizing the redemption of the bonds by the city, was accepted by the Council, and is the basis of authority under which their action takes place.

☞ The Shamokin *Herald* says that the contract for building a road from Locust Dale to the breaker about being erected by Mr. R. B. Douty, near the town of Helfenstein, has been let to Thomas Reilly. The work will be commenced immediately, and is to be completed by January, 1869. The road will connect with the Mahanoy and Broad Mountain, and will be six miles in length.

☞ A meeting of citizens of Omaha and delegations from St. Louis and other points was held in Omaha on the 21st inst., at which the subject of building an air line railroad from Omaha to St. Louis was fully discussed. Speeches favoring the project were made by prominent citizens of each city. Omaha gave assurances that she would furnish as much money for the enterprise, in proportion to her taxable property, as St. Louis.

☞ The contract for grading and bridging the Junction and Breakwater Railroad to Lewes, Del., has been given to a company from Pennsylvania for $32,125 in cash, and $10,000 in stock. The work will be completed in January.

☞ At a meeting of the stockholders of the Atlantic and Great Western Railway, in this city, on the 21st inst., resolutions were passed authorizing an issue of $7,000,000 of second mortgage consolidated bonds.

☞ Contracts have been let for building the St. Louis and St. Paul Railroad, from Ackley on the Dubuque and Sioux City Railroad, to Hampton, the county seat of Franklin, about fifteen miles to the northwest.

☞ It has been decided to commence work on the line of the Winona and St. Peter Railroad, between Waseca and Janesville, and the grading will be continued to St. Peter during the next winter and spring.

☞ Contracts for the grading, masonry and bridging on the first division of the McGregor and Sioux City, R.R. extending from Calmer to Charles City, have been let, and work is to commence immediately.

☞ The St. Clair (Mich.) *Republican* says that two hundred men are at work on the Air Line road between Ridgeway and Romeo. The route a level and easy to grade, and good progress has ready been made.

PROPOSLAS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifiations will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

WROUGHT IRON PIPE
For Steam, Gas and Water.
Every variety of Fittings
FOR STEAM AND GAS WORKS.
Steam and Gas Fitters' Tools
Of the most Improved kind.
IRON AND BRASS CASTINGS
Of every Description.
JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
HAGEN, PRUSSIA.

Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

1500 TONS 56 LBS. RAILS, ERIE PATTERN, "Crawshay's" make, ready for immediate delivery, for sale by M. K. JESUP & COMP'Y, 12 Pine Street.

Two New First Class Passenger Cars.

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8½ in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

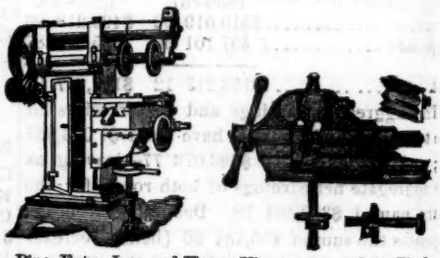
Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

UNION VISE COMPANY,
61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

Godeffroy Brancker & Co.
42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by
G. ARNDT & CO.,
of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

800 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **102**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
SEPT. 14, 1868.

Intercolonial Railway!

TO CONTRACTORS.

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office,
Ottawa, Sept. 12, 1868. } 1t39

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 **83 Pearl street.**

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 **251 West street, N. Y.**

FREIGHT CARS.

TWENTY FIRST CLASS FREIGHT CARS will be ready for delivery in thirty days, part of them earlier if wanted. Gauge 4 ft. 8½ in.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

G. COPELAND,
BANKER,
72 WALL STREET.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

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NOVELTY IRON WORKS,
NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

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Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

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RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

Steel and Iron Rails,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
22 William st., New York.

WANTED.—A MASTER MECHANIC to take charge of a Locomotive and Machine Shop. One well accustomed to managing men required.
4t36* Address Box 116, N. Y. P. O.

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SOLE PROPRIETORS OF THE CELEBRATED

American NATURAL LUBRICATING OILS

Prepared expressly for all classes of MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.

American NATURAL PAINT OILS

At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

Post-Office Box 4781, New York City.

VAN ANDEN RAIL CHAIR COMPANY,

359 MAIN STREET,
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By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

PATENTED SEPT. 18th, 1866.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS,

AND ALL UPHOLSTERERS' SUPPLIES.

HEAD LININGS MADE TO ORDER.

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163 William street, New York.

Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

RICHARD B. OSBORNE,

CIVIL ENGINEER,
No. 431 Walnut street, Philadelphia.

HARRISBURG FOUNDRY

—AND—

MACHINE WORKS,

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HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILBURN, Treasurer.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
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GERMAN STEEL AND HARDWARE,

For sale by

LOUIS WINDMULLER & ROELKER,
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Mathematical Instruments:

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

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FIFTH EDITION, Revised, issued July, 1868. Sent on receipt of six cents in stamps.

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AND

MATHEMATICAL INSTRUMENTS of all KINDS, Long Profile and S Cross Section Paper, for sale by

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A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

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In Artists' and Engineers' Materials. Whatman's Drawing Paper; French, English and German roll Drawing Paper, white and tinted; Tracing Paper, in rolls and sheets; Tracing membrane; Tracing Vellum; Brown's, Hufty's and other Cross Section and Profile Papers. Profile Paper in continuous rolls; Water Colors; Lead Pencils; Field and Transit Books, &c., &c.

THE

NOVELTY IRON WORKS,

NEW YORK,

Manufacture

Iron Piers and Bridges.

Works foot 12th street, E. R.
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IRON AND STEEL WIRE ROPE,

MANUFACTURED BY

JOHN A. ROEBLING,
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FOR

INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

☞ For strength, size and cost see circular, which will be sent on application.

IRON BRIDGES, PIVOT BRIDGES,

AND

TURN TABLES.

—o—

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

TRENTON, N. J.

CHAPIN & WELLS,

BRIDGE BUILDERS,

86 Dearborn street,
CHICAGO, ILLINOIS.

Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

C. SHALER SMITH. CHAS. H LATROBE.

SMITH & LATROBE,

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No. 49 Lexington Street,
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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

CAR AXLE WORKS.

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PENCOYD IRON WORKS,

OFFICE No. 410 WALNUT STREET,

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Rolled or Hammered Car Axles, Bar Iron and Forgings.